REPORT

OF THE

PROCEEDINGS OF THE

MADRAS CHAMBER OF COMMERCE

JANUARY TO DECEMBER

1877.

00134073

MADRAS:

PRINTED AT THE "MAIL" PRESS, BY J. T. CRAKE.

1878.

BOMBAY BRANCH
OF THE
Royal Asiatic Society.
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to the Bombay Branch
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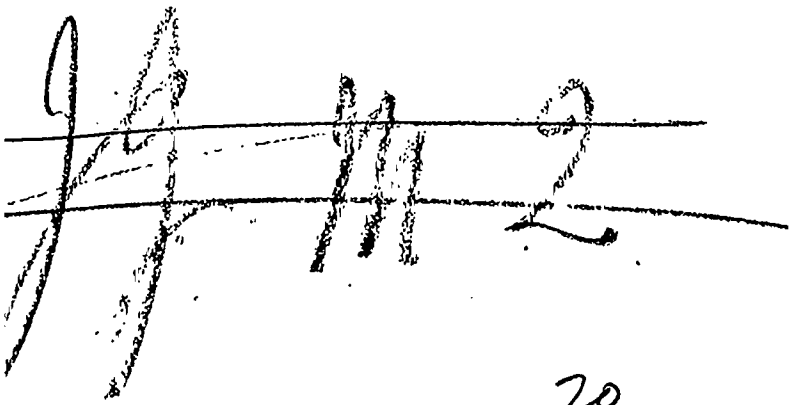

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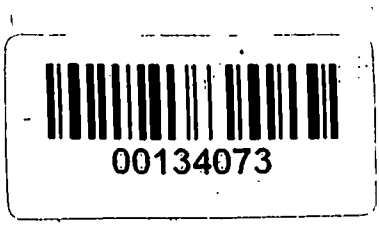
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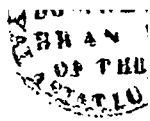

THE MADRAS CHAMBER OF COMMERCE.

Established 29th September 1836.

Members—December 1877.

Sir W. W. ARBUTHNOT, *Bart.* (*E.*)
Mr. GEO. G. ARBUTHNOT.
Mr. JAMES W. ARBUTHNOT.
Mr. C. A. AINSLIE.
Mr. J. H. ASPINWALL, (*Cochin.*)
Mr. F. T. ATKINS.
Mr. A. F. BROWN, (*Europe.*)
Mr. J. R. BOYD, (*Europe.*)
Mr. J. A. BOYSON.
Mr. M. BAYOL.
Mr. T. BLAIKIE, (*Europe.*)
Mr. A. V. D. BEST.
Mr. H. BILL.
Mr. H. DE CLOSETS.
Mr. G. CORNET.
Mr. T. E. FRANCK.
Mr. W. GORDON.
Mr. A. DE GUIGNE.
Mr. J. JONES.
Mr. G. JACKSON.
Mr. W. W. MUNSIE.
Mr. P. MACFADYEN, (*Europe.*)
Mr. A. MACKENZIE.
Mr. A. R. MAUDE, (*Europe.*)
Mr. W. SCOTT, (*Europe.*)
Mr. C. SIMPSON, (*Europe.*)
Mr. L. STRANGE, (*Europe.*)
Mr. J. C. SHAW, (*Europe.*)
Mr. S. R. TURNBULL, (*Europe.*)
Mr. R. C. WALKER.

(Retiring Committee 1877.)		(Committee for 1878.)	
Mr. J. JONES,	*Chairman.*	Mr. A. MACKENZIE,	*Chairman.*
Mr. C. A. AINSLIE,	*Vice do.*	Mr. J. JONES,	*Vice do.*
Mr. F. T. ATKINS,	*Committee.*	Mr. A. V. D. BEST,	*Committee.*
Mr. A. V. D. BEST,		Mr. C. A. AINSLIE,	
Mr. R. C. WALKER,		Mr. R. C. WALKER,	
Mr. L. STRANGE,		Mr. H. BILL,	
Mr. A. MACKENZIE,		Mr. F. T. ATKINS,	

Messrs. BINNY & Co., *Treasurers.* Mr. C. A. LAWSON, *Secretary.*

OF THE
BOMBAY
BRANCH
OF THE
ASIATIC

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REPORT.

THE MADRAS MUNICIPAL BILL.

In April it was resolved by the Legislative Council to impose a Municipal tax on Joint Stock Companies represented by Agents in Madras, as well as on those whose head-offices or branch offices may be located in this city. The Chamber, in a Memorial to the Council, prayed for the exemption of these provisions so far as they related to the liability to Municipal tax of Companies represented by Houses of Agency. It was pointed out that these firms pay a professional tax for carrying on a business which consists, to a great extent, of agencies of Joint Stock and other Companies, and that it would be inequitable first to tax a firm for permission to carry on ordinary mercantile operations in this country, and then to tax certain branches of their business. It was further represented that the license to carry on the profession of a Merchant having been once paid for under the Municipal Act, the licensee should be permitted to conduct his affairs without further liability to this description of taxation.

The Chamber, at the same time, urged that Companies whose income in or from Madras shall not have amounted in the preceding year to Rs. 5,000 should be exempted from liability to the profession tax. The Chamber demurred to the infliction of a prohibitive pecuniary penalty on Associations that have a more nominal than remunerative connection with this city; and argued that though many of the Companies locally represented may have

resources elsewhere, it was not the duty of this city to take such resources for granted, and to tax them as though they were not liable to taxation in places where they are more largely employed.

While this Report has been passing through the press the Chamber (on the 12th February 1878) again memorialised the Legislative Council on the subject, and after some discussion, it was unanimously resolved in the Council, that Companies showing that their actual earnings do not exceed Rs. 2,500 per annum, shall be exempted from taxation. The Schedule was then revised as follows:—

(A.)—Joint-Stock Companies and other Companies carrying on any trade or business having gain for its object, or as Benefit Societies, and the capital of which exceeds 20 lakhs ...Rs. 500

(B.)—Joint-Stock Companies of any of the descriptions mentioned in Division (A) of this class, the capital of which exceeds 10 lakhs, but does not exceed 20 lakhs ... ...Rs. 350

(C.)—Companies of any of the descriptions mentioned in Division (A) of this class, the capital of which is more than 5, but does not exceed 10 lakhs ... ...Rs. 200

(D.)—Companies of any of the descriptions mentioned in Division (A) of this class, the capital of which is more than 3, but does not exceed 5 lakhs ... ...Rs. 150

Provided that any Company described in Division (A), (B), (C), or (D) of this class the head office or a branch or principal office of which shall not be in Madras, and which shall show that its gross income received in or from Madras shall not in the year immediately preceding the year of taxation have exceeded the sum of

Rupees	25,000,	shall pay only Rupees	250
,,	15,000,	,, ,,	150
,,	5,000,	,, ,,	50;

and that if any such Company shall show that such gross income has not exceeded Rupees 2,500, such Company shall be exempt from taxation.

Provided also that whenever a Joint-Stock Company has an office, agent, or firm to represent it for the purpose of carrying on business in the City such office, agent, or firm shall be liable for the taxes payable under this Schedule.

INSOLVENCY JURISDICTION IN THE MOFUSSIL.

This Chamber addressed the Chambers of Bengal and Bombay on the unsatisfactory state of the Bankruptcy Law as regarded the Mofussil districts, and invited their co-operation in urging the Government to take remedial action in the matter. The Chamber based their opinion

that reform was needed on the fact that in this Presidency, there is no Insolvent Act in force outside the Presidency Town; but it is open to Europeans domiciled in the Mofussil, who seek the benefit of the existing Act, to come up to Madras to petition for protection, and to surrender their property to the Official Assignee. This privilege is, however, denied to native insolvents similarly domiciled; and the practice obtains in the Mofussil with reference to the property of European insolvents who do not resort to Madras, and to that of Native insolvents, of "first come first served." The Chamber suggested that the Government should concede powers of Insolvency Jurisdiction to Civil and Sessions Courts in the Mofussil in such manner as to ensure protection being afforded alike to the insolvents and to the creditors, both local and at a distance.

The Bombay Chamber, in reply, stated that Insolvency Jurisdiction in the Mofussil Districts was provided in the Code of Civil Procedure, and agreed in many material points with the Indian Insolvent Act 11 and 12 Victoria, Chap. XXI, which is in force at the Presidency Towns. The Bengal Chamber made a similar reference to the Code of Civil Procedure, and forwarded a copy of a letter from their legal advisers stating that "the application to Government in which the Madras Chamber solicits the concurrence of your Chamber will be unnecessary, as the provisions we have indicated will be amply sufficient to meet the evil which the Madras Chamber points out."

In their rejoinder this Chamber, while admitting that the provision of Insolvency Jurisdiction in the Mofussil, by the new Civil Procedure Code, was a step in the right direction, which to a great extent met their wishes, pointed out that the benefits of the Act are limited to "any person arrested or imprisoned in consequence of a decree for money," so should a man in the Mofussil desire to be declared an insolvent, he will be unable to apply to the

District Court until a creditor has proceeded to the extremity of arresting or imprisoning him in execution of a Court's decree. Consequently the relief contemplated by the Act can only be afforded at the discretion of the creditors. The Chamber contended that the debtor should be entitled to make, and the Court be empowered to entertain, a declaration of insolvency as soon as he finds his embarrassments are not otherwise surmountable. The Bengal Chamber submitted this opinion to the Government of India, with an expression of their concurrence in this Chamber's recommendation of an amendment of the provisions of the Code with a view to the removal of the objections urged. The Government in reply admitted that the Code, while improving the Mofussil Insolvency law, will not place it in a wholly satisfactory condition; but it had not been possible at once to treat the question of Mofussil Insolvency in a more complete manner. The Government promised, however, to watch the operation of the new law, pending the arrival of the time when further legislative action can be taken.

BILLS OF THE GOVERNMENT OF INDIA.

The Chamber submitted to the Government of India their reports on the following Bills which had been submitted for their examination:—

The Sea Customs Bill 1877.
The Negotiable Instruments Bill 1877.
The Stamp Bill 1877.

The Select Committees on these Bills in the Viceregal Legislative Council had not concluded their labours at the end of the year. The suggestions submitted by the Chamber for the modification of the three Bills will be found in the Appendix.

The Sea Customs Bill offered little room in the Chamber's judgment for improvement. The draft of the

Negotiable Instruments Bill seemed to the Chamber to be unnecessarily prolix, and even ambiguous; but while inclined to the opinion that it was capable of being curtailed without detriment, the Chamber did not deny that it explained with precision many nice points of mercantile law and usage which are apt, in the absence of legislative authority, to excite controversy. As regards the Stamp Bill, the Chamber had only a few recommendations to make. They objected to the heavy additional duty that it was proposed to levy on Bills of Exchange and Promissory Notes as being an additional tax upon the export and import trade of the country. The Chamber also deprecated the proposed revival of the duty on Policies of Life Insurance. They represented that Life Insurance is a provision against contingencies which few but Europeans make in India, and the insured have already to pay a heavy additional premium for permission to live in this country. The Chamber deprecated the infliction of the tax chiefly on the ground that by imposing a new burthen on the Insurance Companies represented in India it will assist to keep up high rates of premium that are already felt to be almost prohibitive.

EFFECT OF THE FALL OF SILVER.

The opinion of the Chamber was invited by the Government of India on the effect which the fall in Silver may have had on trade, or remittances, and on prices in India. In reply the Chamber said that they did not think sufficient time had elapsed since the serious depreciation referred to had commenced, to admit of confident opinions being safely offered relative to its effect upon Indian Commerce. "The question is a vast one, and its solution will deeply interest this Chamber; but it is considered advisable not to hazard the expression of possibly crude theories based on an imperfect knowledge of cause and effect."

FINANCIAL OPERATIONS OF THE GOVERNMENT.

The Bombay Chamber addressed the Government of India on the subject of the uncertain character of the announcements made in the annual Financial Statement with respect to the operations in loans and bills, and the injury done thereby to mercantile interests. They contended that the policy of not deciding upon and adhering to a fixed amount to be borrowed in India or in England, and a fixed amount of Council bills drawn weekly during the year, is injurious to Government and to the country. They also represented that the uncertainty which prevails with respect to the amount of Council bills to be offered for sale in London, during the year, is the greater evil, for while Government can gain nothing by their uncertain policy, not only are the entire banking and trading interests of the country, but all those having any relations with Europe, affected by the manner in which these bills are issued. They therefore urged that it would tend in a very material degree to facilitate the interests of the trade of the country, and be of benefit to the State could the loan policy be definitely announced in each Budget.

The Bombay Chamber invited this Chamber to co-operate with them in urging upon the Government the adoption of a more definite policy. But it did not appear to this Chamber that the Government could always be in a position, or could always think it desirable, to supply such information. While admitting, that accurate and timely advice of the loan and other financial operations of the Government would be valuable to commerce, they regretted their inability to comply with the invitation.

THE INDIAN WHEAT TRADE.

The Government of India, in compliance with directions from the Secretary of State, endeavoured during th year to collect information from all parts of the country

with reference to the development of the export trade in wheat. The trade was valued at but 23½ lakhs of Rupees in 1871-72, while in the first ten months of 1876-77 it was estimated at 167$\frac{3}{16}$ lakhs, the quantity advancing from 637,099 cwts. to 4,839,290 cwts. respectively. This Chamber having been invited to contribute to the information on this important subject, expressed their regret that as Southern India is not a wheat producing country, it was not in their power to be of service in the manner indicated.

THE MAIL CONTRACT OF THE P. & O. COMPANY.

The Bombay Chamber took the initiative in drawing public attention to the approaching expiration of the contract between H. M.'s Government and the P. & O. Company for the conveyance of the India and China Mails, and recommended that the Chambers of Commerce in India and Great Britain should co-operate in urging the Government to require that the terms of the new contract, particularly as regards speed, should bear some reasonable comparison with the speed at which the mails are carried by ocean steamers in other parts of the world, and be such as from her large contribution to the subsidy, India is entitled to demand. The Bombay Chamber considered there is little likelihood of such terms being obtained so long as the Eastern Mail service is a monopoly of the P. & O. Company and other Companies are prevented from competing for the contract; and they submitted to Her Majesty's Postmaster General that the following should be the terms of any new contract for the carriage of the East India Mails between Brindisi and Bombay:—

1. That the stipulated rate of speed at which the Mail Steamer shall be run between Brindisi and Alexandria shall be not less than 15 knots an hour, and between Suez and Bombay 13 knots an hour, and that the Mails shall be carried Overland through Egypt.

2. That every thing in the new contract shall be subsidiary and subordinate to the Mail service between Brindisi and Bombay, which

shall be a special service, separate and apart from any other Mail service in the East.

3. That tenders be invited for this special service apart from any other Mail service in the East, so that India may reap the advantages of a fair competition.

4. That no contract for this special service shall be made for a longer period than five years, so that the country may not be deprived for great lengths of time, as hitherto, of the benefits resulting from the constant improvements which are being made in Steam Navigation.

This Chamber thereupon addressed a letter to H. M.'s Postmaster General on the subject. They said that while in their opinion the present contractors usually fulfil their obligations with laudable punctuality, the terms of the contract are not sufficiently favorable to India, since they require a rate of speed which, as compared with the speed that obtains in other ocean mail services, is far from satisfactory. They agreed with the Bombay Chamber that the Brindisi and Bombay service should be a separate special mail service, and as such be thrown open to public competition. They suggested that the Government might require the use on this line of a type of vessels specially adapted for postal rather than for cargo purposes. They were unable to endorse the opinion of the Bombay Chamber that a speed of not less than 15 knots an hour should be required between Brindisi and Alexandria, and of 13 knots between Suez and Bombay, but they considered an average speed of 12 knots an hour between Brindisi and Bombay might reasonably be asked for. In conclusion the Chamber expressed their hope that competition for the contract may not be checked by delay in the publication of advertisements for tenders, and they suggested that advantage may result from the communication by Her Majesty's Post Master General of an outline of the new contract for the consideration of Indian and English Chambers of Commerce before tenders are invited.

To the Chamber's letter Mr. J. Tilley, the Secretary of the Postmaster General, London, replied as follows on the 18th January :—" Having laid before

the Post Master General your letter of the 22nd ultimo, I am directed by His Lordship to state to you, for the information of the Chamber of Commerce at Madras, that he has already given notice to the Peninsular and Oriental Steam Navigation Company of his intention to terminate, on the 1st February 1880, their contract for the conveyance of East India and other mails. His Lordship desires me to add that no time shall be lost in considering the conditions under which tenders for a new service shall be invited, and that, at the proper time, due consideration shall be given to the suggestions made by the Madras Chamber of Commerce."

OCEAN-SORTING OF THE INDIAN MAILS.

The attention of the Chamber having been directed to a letter in *The* (London) *Times* complaining of delay in the delivery of the Indian mails in England, they enquired of the Director General of the Post Office of India whether any objection exists to the utilisation of the services of the ocean-sorters for the homeward as well as the outward Indian Mails with a view to lessening the strain on St. Martin's-le-Grand. The Director General stated in reply that it had been found practically impossible for the postal establishments of one country to sort in detail the postal service of another, especially when a great distance intervened. Local knowledge of the postal service of the country of destination was necessary for efficient sorting, and an establishment working at a distance from the country of destination, could not be promptly informed of the constant changes which take place in the postal service, resulting from changes in the train service and other causes. Consequently it was not thought desirable to employ the services of the Marine Post establishment in sorting the homeward mails.

THE MADRAS HARBOUR.

No opportunity offered during the year for the Chamber to take any action with reference to the Harbour works. As to the progress of the works during the year under report, it may be mentioned that block-setting commenced in December 1876, and on the 1st January 1877, the length of block-work set in the North pier was 45 lineal feet, the end of the pier at this date being 923 feet from the edge of the beach road. The rate of advance of the North pier during the year 1877 was as follows :—

	Length advanced during the month.		Length advanced during the month.
January....	... 51 feet.	July ...	... ... feet.
February..	... 86 „	August ...	... ... „
March ...	... 115½ „	September	... 5 „
April ...	... 9½ „	October....	... 5 „
May ...	... .	November.	... 10½ „
June ...	... 14½ „	December.	... 14½ „

From May to November, the work was almost at a stand still, owing to the foundations being covered 8 feet deep with sand which at first baffled all attempts to get through it, or remove it. The Engineer ultimately determined to risk the safety of the Titan, and build on the sand. The result was satisfactory. On the 31st December the length of block work set was 356 feet, and the length of the pier from the original high water mark was 1056 feet. The South pier was commenced by tipping heavy granite boulders into the surf on the 13th March 1877. The first concrete block was set on the 19th November. The length of block-work set in November was 37½ lineal feet, and in December 38 lineal feet. On December 31st the length of block-work set was 75½ lineal feet, and the distance of the end of the pier from the original high water line was 735 lineal feet.

During the year 1877, the railway from the Penitentiary to the beach was made with a bridge 200 feet long over the Canal. The Railway along the beach from

North to South pier was also made. All the cranes and machinery, engines, workshops, &c., were completed, and 1,218 concrete blocks of different sizes were made for the work. At the North pier 9,850 tons of stone were deposited for the rubble base, and foreshores, and at the South pier, 32,295 tons of stone were deposited to form the surf bank, besides 1,396 tons deposited for foundations. The depth of water on the top of the rubble base at the end of 1877 was 13 feet at the North, and 10 feet at the South pier. The total weight of concrete blocks made for the superstructure of the piers during 1877 was 22,152 tons. The total weight of blocks set in the superstructure during the year was 9,542 tons. The total expenditure up to December 31st 1877 was Rs. 15,09,185.

From the 1st January to the 6th March 1878, the North pier was extended 267 feet, and the South pier 247 feet. The North pier thus reached about 130 feet beyond the T end of the screw pile pier.

PORT DUES ON STEAMERS.

The Chamber called the attention of the Government to an opinion given by the Advocate-General, under which the Master Attendant declared all steamers passing from one Indian port to Madras to be "coasting steamers," whether they wished to call along the coast or not, and levied port dues of 4½ Annas instead of 3 Annas per ton, which they pay if they come from any port out of India. At present all steamers coming from Calcutta pay 4½ Annas per ton, a rate which, the Chamber believed, could hardly have been contemplated by the framers of the Indian Ports Act. As such a rate is calculated to be prejudicial to the business of the port, the Chamber requested the local Government to refer to the Supreme Government with the view of determining whether the opinion of the Advocate-General as to the meaning of the Act was correct. The Local Government in reply stated

that in their opinion it was clear, from the report of the Select Committee, and the Proceedings of the Legislative Council, that the levy of port dues, at the rate of 4½ Annas per ton, on steamers entering any port in either the Eastern or Western Group, for the purpose of discharging cargo exclusively from, or taking cargo exclusively for, a port in India or Ceylon, was in exact accordance with the intentions of the Legislature, and that the opinion given by the Advocate-General was correct. Under these circumstances they declined to authorize any reduction in the rate of port dues lawfully leviable on steamers coming from Calcutta to Madras direct with grain cargo, or for making any reference on the subject to the Government of India.

PORT RULES FOR THE ANCHORAGE OF STEAMERS.

The Government submitted for the Chamber's consideration the draft of a Notification for the anchorage of steamers to be prescribed under the Indian Ports Act XII of 1875 for the guidance of Masters or other persons in charge of vessels entering the Port of Madras. The rules in the Notification seemed to the Chamber well calculated to contribute to the security of the shipping. The Chamber submitted that in order to assist Masters of vessels in finding suitable anchorage, it would be expedient to allow the Marine Department to send off persons to indicate available berths, provided that this be done without the acceptance by the Department of any responsibility for accident. The Master Attendant accordingly licensed three European seafaring men, and boat-owners, to proceed to ships in the offing, in order to point out to Masters of ships such berths as may be available under the rules, on payment of a fee.

PRODUCTION OF SHIPPING PERMITS.

The Chamber were unable to approve of the suggestion of a local firm, that with the view of obviating the incon-

veniences of overshipping, the Custom House should compel native shippers of goods to produce Shipping Permits from Agents of vessels before passing goods for exports.

CUSTOM HOUSE RULES AS TO LANDING CARGO.

Some correspondence passed between the Chamber, the Collector of Sea Customs and the Board of Revenue with reference to the infliction of a fine of Rs. 50 on the Commander of the *Chyebassa, s.* for landing after hours without permission. It appeared that on a certain day, the traffic on the Pier was temporarily stopped to permit of the embarkation of a member of the Governor's family. No cargo-boats left the *Chyebassa* after 5 P. M., and if the traffic had not been interrupted, the boats would have been discharged before 6 P. M. But the Collector having held the Commander of the vessel responsible, the Chamber submitted to him that as Commanders of steamers have no control over the management of the Pier, it was unreasonable to hold them responsible for results which they have no means of foreseeing, or providing against. The Chamber, therefore, thought it reasonable that Commanders of steamers and ships should be protected from liability to similar penalties in the future; and they suggested that the wording of the rule which defines the time for landing operations should be altered from "landing cargo" to "discharging cargo." But the Board of Revenue, the Collector of Sea Customs, and the Master Attendant were of opinion, that the alteration proposed could not be carried out as it would lead to endless disputes, and virtually defeat the object in view to which the rules were framed. The Collector having declined to remit the fine that he had imposed on the Captain of the *Chyebassa* the Chamber addressed the Board of Revenue on the subject. The Board thereupon remitted the fine, as they considered that the infraction

of the rule adverted to was the result of circumstances over which the Captain had no control, and that the imposition of a fine in the case in question was uncalled for.

SECTION 131 OF THE CUSTOMS ACT.

The Chamber brought to the notice of the Collector of Sea Customs that inconvenience had, on more than one occasion, been caused since Section 131 of the Customs Act had come into force. Until recently a vessel for which cargo was offered at the last moment, was permitted after clearing to re-enter and re-clear on payment of a fine of Rs. 5, but the Collector had informed a local firm that re-entry with a view to ship more cargo could not be allowed, except under the condition laid down in Section 131 of the Customs Act. The Chamber contended that although this Section might apply to goods passed after clearance when no re-entry was effected, there was nothing either in the above Section, or in any portion of the Customs Act which prohibited the re-entry and re-clearance of a vessel; and although a general permission to do so might be abused, still, were a charge to be made, say of Rs. 5 for every entry, passed after clearance, it would prove sufficiently prohibitive to prevent the needless re-entry of vessels. On reference being made to them the Board of Revenue upheld the views of the Collector of Sea Customs that the Section of the Customs Act was applicable in the case of the cargo shipped after Port clearance had been taken out.

MADRAS TRADE RETURNS.

In compliance with the recommendation of the Chamber the Government sanctioned the discontinuance of the publication of the Board of Revenue's monthly statement of "Imports, Exports and Tonnage of the Presidency of Madras." The Chamber pointed out that as these

returns were not issued, as a rule, until two months after the same information had been published by the Government of India, they did not yield results sufficiently valuable to render the continuance of the record expedient. The Board of Revenue agreed with the Chamber of Commerce in thinking that the statements were not required.

A FAIR DAY'S WORK.

In reply to a reference from the Captain of the *Glce Maiden* as to what was considered a day's work at this port, the Chamber expressed their opinion that it was impossible to lay down any fixed rule as to the quantity of cargo which a ship ought to discharge per day; as much obviously depended on the position the ship may occupy in the Roadstead, and on the disposition of the consignees of the cargo to pay extra rates of boat-hire. The Chamber considered that about 30 tons constituted an average day's work in landing Rice last January.

The Captain of the *Melpomene* inquired, in October, how many tons of coal were considered by the Chamber a fair day's discharge at this port. The Chamber in reply expressed their opinion that under ordinary circumstances 40 to 50 tons constituted a fair and customary day's work for a coal ship at this port.

GOVERNMENT STATIONERY AND STORES.

In compliance with the invitation of the Local Government the Chamber nominated two of their members to represent them on the Committee appointed to report on the subject of the relaxation of the rule requiring that all articles manufactured in England should be procured only through the Store Department of the India Office. The Committee's report had not been published by the end of the year.

THE FAMINE.

The attention of the mercantile community was engrossed during the greater part of the year by the enormous grain import trade that resulted from the famine in this Presidency. According to the Custom House returns, which are understood to be based on ships' manifests, the quantities of grain (including Rice, Peas, Pulse, Wheat, Paddy, Maize of sorts, Nachiney, Barley, Raggy and Assorted,) which arrived at this port from the undermentioned places during the seventeen months ending with December 1877, were as follows:—

Months.	Calcutta.	Bombay.	Rangoon.	Moulmein.	Saigon.	Balasore.	Chittagong.	Akyab.	Total.
1876.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
August ...	792	3	973	...	...	...	...	...	1,768
September ...	403	2	469	...	...	...	...	...	874
October ...	2,614	2	281	94	...	...	...	...	2,991
November ...	25,728	82	889	90	...	...	...	...	26,789
December ...	27,788	126	691	...	...	66	...	...	28,671
1877.									
January ...	64,560	1,586	2,086	801	...	2,028	2,420	...	72,981
February ...	51,587	7	1,473	199	1,295	366	1,397	550	56,874
March ...	30,760	...	2,357	...	834	1,487	...	...	35,438
April ...	21,414	7	3,802	125	...	4,044	...	931	30,323
May ...	26,514	2	910	155	...	...	...	490	28,071
June ...	19,543	...	1,894	83	...	...	...	...	21,520
July ...	41,050	4	3,084	127	...	...	...	...	44,265
August ...	50,476	26	4,656	586	...	...	...	...	55,744
September ...	46,979	37	5,759	2,752	...	...	...	...	55,527
October ...	42,530	18	1,621	102	...	...	...	...	44,271
November ...	10,631	3	782	...	3	...	...	...	11,419
December ...	7,268	...	1,506	...	...	...	...	...	8,774
	470,637	1,905	33,233	4,614	2,182	7,991	3,817	1,971	526,300

Experience proved that the quantities landed fell far short of the quantities that purported in the manifests to have been shipped. Pillage commenced in many cases on board ship, continued in the boats, and was almost systematically conducted on the beach, and along the roads to the railway station or godowns.

The quantities of grain landed at other Madras ports have not yet been officially announced, but some idea of

their extent may be formed from the following statement of the quantities forwarded from the undermentioned stations of the Madras Railway, and the total earnings from grain traffic from the month of August 1876, to that of December 1877 inclusive :—

Months.	Madras.	Beypore.	Raichore.	Erode.	Total.	Earnings.
1876-77.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.
August ...	3,098	113	4,039	1,573	8,823	75,822
September ...	6,390	223	5,163	2,030	13,806	98,429
October ...	10,958	1,121	4,921	5,124	22,124	206,638
November ...	13,208	1,952	7,951	2,432	25,543	248,096
December ...	30,745	5,570	12,281	1,337	49,933	392,101
January ...	27,185	10,275	7,872	1,151	46,483	397,133
February ...	20,113	8,982	10,665	481	40,241	330,630
March ...	37,405	6,161	9,138	1,835	54,539	423,361
April ...	34,272	9,072	8,617	1,168	53,129	418,881
May ...	33,696	11,669	10,599	2,398	58,362	411,474
June ...	35,800	8,418	11,487	2,519	58,224	437,207
July ...	43,784	9,495	13,638	3,467	70,429	483,044
August ...	47,865	10,663	11,755	3,688	73,966	544,686
September ...	39,070	12,253	16,142	3,391	70,856	482,042
October ...	28,160	7,216	4,411	920	40,707	293,050
November ...	28,089	6,597	821	1,667	37,170	294,344
December ...	15,689	4,604	330	767	21,390	138,718
	455,527	114,384	139,875	35,943	745,729	56,75,665

The following is a statement of the grain traffic of the South Indian Railway from May to December 1877 :—

From	Negapatam.	Tanjore Dist.	Trichinopoly District.	Tinnevelly District.	Madras Railway.	Tuticorin.	Madras.	Cuddalore.	Other Stations.	Total.
May ...	7,902	4,043	...	...	1,117	3,730	274	596	288	17,950
June ...	8,287	7,505	...	...	504	5,811	720	484	1,088	24,399
July ...	7,493	6,350	...	...	335	5,357	1,119	27	3,292	23,973
August ...	8,249	4,997	123	...	294	7,825	3,091	25	2,117	26,727
September.	12,149	5,418	1,722	765	...	6,095	2,140	46	1,472	29,800
October ...	7,537	2,587	773	1,406	...	5,660	846	...	1,231	20,041
November.	4,214	1,604	255	843	..	5,324	506	...	1,085	13,830
December.	6,595	1,789	190	1,337	...	2,649	614	32	824	14,031
	62,426	34,293	3,063	4,351	2,250	42,451	9,310	1,210	11,397	170,751

The great fluctuations in values is shewn by the following average quotations in Madras of Coast

boiled Rice between August 1876 and December 1877 inclusive :—

	Rs.	A.		Rs.	A.
1876 August ...	4	8	to	4	12
„ September...	4	8	„	5	4
„ October ...	5	4	„	6	8
„ November ...	6	0	„	7	8
„ December ...	7	0	„	9	8
1877 January ...	8	0	„	9	12
„ February ...	7	8	„	7	12
„ March ...	6	8	„	6	12
„ April ...	5	12	„	6	0

	Rs.	A.		Rs.	A.
1877 May ...	6	8	to	7	8
„ June ...	7	0	„	8	0
„ July ...	8	8	„	11	0
„ August ...	7	0	„	9	8
„ September...	9	0	„	10	8
„ October ...	7	0	„	8	0
„ November ...	6	0	„	6	6
„ December ...	6	0	„	5	8

Some correspondence in connection with the Famine will be found in the Appendix.

NEW MEMBERS.

During the year Mr. A. De Guigne, Agent of the Messageries Maritimes Company: Mr. H. De Closets, Vice Consul of France at Madras: and Mr. W. Gordon, Agent of the Chartered Mercantile Bank of India, were elected Members of the Chamber.

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APPENDIX.

A.

PROFESSIONAL TAX ON JOINT STOCK COMPANIES.

Chamber of Commerce, Madras, 10th May 1877.

To His Grace the Governor in Council,
Fort Saint George.

THE HUMBLE MEMORIAL OF THE MADRAS CHAMBER OF COMMERCE.

Respectfully Sheweth,—That your Memorialists desire respectfully to solicit His Grace the Governor in Council, to reconsider the decision that has been arrived at in the Legislative Council for imposing a professional tax on Joint Stock Companies represented in Madras by Houses of Agency. That these firms pay a professional tax for carrying on a business which consists to a great extent of agencies of Joint Stock and other Companies. That it seems to your Memorialists scarcely equitable first to tax a firm for permission to carry on ordinary mercantile operations in the East, and then to tax certain branches of their business. That the license to carry on the profession of a merchant having been once paid for under the Municipal Act, the licensee should, it is respectfully submitted, be permitted to conduct his affairs without further liability to this description of taxation.

That if, however, His Grace the Governor in Council is indisposed to grant the exemption suggested for all Companies represented by Houses of Agency, your Memorialists beg that the Companies whose income, in or from Madras, shall not have amounted in the preceding year to Rs. 5,000 may be

exempted from liability to the professional tax. That there are several Companies locally represented which do little or no business in Madras as a general rule. That the suggestion of Mr. Macfadyen at the meeting of the Legislative Council on the 21st ultimo that "it would be better to fix a proportionate tax on gross earnings in Madras instead of levying an arbitrary amount on the reported capital at home," seems to have been adopted partially; but the case of Companies that earn little or perhaps nothing in the course of a year through their local Agencies has been overlooked. That there seems to your Memorialists no valid reason for inflicting a prohibitive pecuniary penalty on Associations that have a more nominal than remunerative connection with this city. That persons in receipt of incomes not exceeding certain small sums were exempted under the Indian, and are still exempted under the English Income Tax Acts from liability to tax on incomes. That a professional tax on Joint Stock Companies is somewhat of the nature of an income tax, and the arguments which were accepted in justification of the claim to exemption from income tax of persons of small means is applicable to the case of Companies, whose earnings are of a very limited description. That many of these Companies have, perhaps, resources elsewhere; but it does not seem to your Memorialists the duty of this city to take such resources for granted, and to tax them as though they were not liable to taxation in places where they are more largely employed.

Your Memorialists, therefore, pray that, for the reasons set forth, the provisions relating to the liability of Joint Stock Companies, represented in Madras, to the Municipal tax on professions may be modified or expunged.

In the name and on behalf of the Madras Chamber of Commerce.

We have, &c.,

P. MACFADYEN,
Chairman.

C. A. LAWSON,
Secretary.

Extract from the Proceedings of the Council of the Governor of Fort St. George assembled for the purpose of making Laws and Regulations under the provisions of the Act of Parliament 24 *and* 25 *Victoria, Cap.* 67.

The Council met at the Council Chamber in Fort St. George on Saturday the 21st day of April 1877.

MADRAS MUNICIPAL BILL.

The Hon'ble Mr. Macfadyen called attention to the sweeping character of the clauses providing for a tax payable by Joint Stock Companies, which would work prejudicially on certain Companies doing business in Madras by means of an Agent. He instanced the case of the British India Steam Navigation Company which was represented by Messrs. Binny & Co. in Madras. The High Court had decided, and in his opinion justly decided, that that Company was liable to pay the Municipal demand; but there were other Companies which did not stand on the same footing, such as Insurance Companies. For example, Messrs Arbuthnot & Co. were Agents for an Insurance Company in England; but they merely represented the Company for the purpose of paying losses when goods were damaged and losses were sustained. There were other Companies also whose reported capital was large, but who did a very small business in Madras itself. If such Companies were heavily taxed here, they would have to close their business in this city. It would be better to fix a proportionate tax on gross earnings in Madras, instead of levying an arbitrary amount on the reported capital at home. For instance, if an Insurance Company earned 20,000 Rupees a-year in Madras, then it might pay an annual tax of 500 Rupees and so on. Capital was not a criterion; but by taxing actual earnings, we would get something for the Municipality instead of driving away business from our doors.

The subject having been debated, the Council adopted the following proviso drafted by His Grace the President, to be inserted after Clauses A, B, and C in Schedule B:—

"Provided that any Company of the Class A, B, or C, the head office or a branch or principal office of which shall not be in Madras, and which shall prove that the gross income received

in or from Madras shall not in the last year have exceeded the sum of

Rupees 25,000, shall pay only Rupees 250,
„ 15,000, shall pay only „ 150, and
„ 5,000 shall pay only „ 50."

The following amendments were also ordered :—

The words "military or civil" to be omitted wherever they occur in this schedule;

The amount Rupees 100 proposed as payable by Companies and persons in Class I from and after Clause D to be raised to Rupees 150;

The clause "Practising Barristers, Attorneys-at-Law," &c., to be repeated in Classes II and III;

The amount Rupees 75 fixed for Class II to be raised to Rupees 100;

The amount Rupees 12 fixed for Class V to be raised to Rupees 15; and

The amount Rupees 6 fixed for Class VI to be raised to Rupees 10.

B.

INSOLVENT JURISDICTION IN THE MOFUSSIL.

Chamber of Commerce, Madras, 12th June 1877.

To the Secretaries Chamber of Commerce,
Bengal and Bombay.

Sir,—I have the honor to request you to be so good as to inform me whether there is a Bankruptcy law, or Insolvent jurisdiction in the Mofussil districts of your Presidency, and if there is not, whether the want of such law or jurisdiction has been so seriously felt as to dispose your Chamber to co-operate with this Chamber in urging the Government to take remedial action in the matter.

In this Presidency, I may mention, there is no Insolvent Act in force outside the Presidency Town; but it is open to Europeans domiciled in the Mofussil, who seek the benefit

of the existing Act, to come up to Madras to petition for protection, and to surrender their property to the Official Assignee. This privilege is, however, denied to Native insolvents similarly domiciled; and the practice obtains in the Mofussil with reference to the property of European insolvents who do not resort to Madras, and to that of Native insolvents, of "first come first served." The creditors at the place where the insolvent resides, who are the first to discover, or to be apprised of impending insolvency, are permitted to file suits in the local Civil Court, to get attachments of all available property, and thus to get paid in full, possibly before creditors at a distance are aware that the debtor is in difficulties. The system necessarily offers great inducement to "fraudulent preference," and is unjust to the whole body of creditors. This Chamber are, therefore, of opinion that the Government should be moved to concede powers of Insolvent Jurisdiction to Civil and Sessions Courts in the Mofussil in such manner as to ensure protection being afforded alike to the insolvents and to the creditors, both local and at a distance.

I have, &c.,

C. A. LAWSON,

Secretary.

Chamber of Commerce, Bombay, 2nd July 1877.

TO THE SECRETARY CHAMBER OF COMMERCE,
Madras.

SIR,—I am directed to acknowledge the receipt of your letter of the 12th ultimo, which the Committee of this Chamber have had under their consideration.

They desire me to state that there is a Bankruptcy law or Insolvent Jurisdiction in the mofussil districts of this Presidency, and that the same will be found in the Code of Civil Procedure, which has so recently as the 30th March last, been amended by Act X of 1877, of the Council of the Governor General. The provisions of this amended Code, Chap. XX sections 344 to 360, applicable to Insolvent Jurisdiction in the Mofussil districts, agree in many material points with the Indian Insolvent Act 11 and 12 Victoria, Chap XXI, which

is in force at the Presidency Towns; and no complaints as to the inadequacy or hardship of the provisions of the Code have ever been made to this Chamber.

I remain, &c.,

J. GORDON,

Secretary.

Chamber of Commerce, Calcutta, 22nd June 1877.

To THE SECRETARY CHAMBER OF COMMERCE,

Madras.

DEAR SIR,—Your letter of the 12th instant having been submitted to the Chambers' Solicitors for the information desired by you regarding Bankruptcy Law or Insolvent Jurisdiction beyond the Presidency of Calcutta, I am desired to furnish you with a copy of Messrs. Sanderson & Co.'s letter, which will inform you that Insolvency Jurisdiction will be extended to the Mofussil Courts of all Presidencies from the 1st October next.

Yours faithfully,

H. W. I. WOOD,

Secretary.

Calcutta, 19th June 1877.

To H. W. I. WOOD, ESQ.,

Secretary Bengal Chamber of Commerce.

DEAR SIR,—With reference to the letter from the Secretary of the Madras Chamber of Commerce of the 12th current, left with us by you, and which we return enclosed, we beg to inform you that there is not at present any Insolvency Jurisdiction in the Mofussil districts of this Presidency. Such a Jurisdiction is provided however by Chapter XX of the Code of Civil Procedure (Act X of 1877) which comes into force on the 1st October next, and which will apply to the Mofussil Courts of all three Presidencies. The application to Government in which the Madras Chamber solicits the concurrence of your Chamber will be unnecessary, as the provisions we have indicated will be amply sufficient to meet the evil which the Madras Chamber points out.

Yours faithfully,

SANDERSON & Co.

Chamber of Commerce, Madras, 5th July 1877.

To the Secretary Chamber of Commerce,
Calcutta.

Sir,—I am directed to acknowledge receipt of your letter of the 22nd ultimo, enclosing a copy of a letter from your Chamber's Solicitors on the subject of Insolvency Jurisdiction.

The provision of Insolvency Jurisdiction in the Mofussil, by Chapter XX of the new Civil Procedure Code, is a step in the right direction, and to a great extent meets the wishes of this Chamber, but you will observe that the benefits of the Act are limited to "any person arrested or imprisoned in consequence of a decree for money." Consequently, should a man in the Mofussil find himself in pecuniary difficulties, and desire to be declared an insolvent, he will be unable to apply to the District Court until a creditor has proceeded to the extremity of arresting or imprisoning him in execution of a Court's decree. So the relief contemplated by the Act can only be afforded at the discretion of the creditors. It seems to this Chamber, however, that the debtor should be entitled to make, and the Court be empowered to entertain, a declaration of insolvency as soon as he finds his embarrassments are not otherwise surmountable. They will be glad to hear that this view is shared by your Chamber. It is probably not too late to obtain a verbal alteration of Sections 344 and 360 of the Act in the direction indicated before it comes into force.

I have, &c.,
C. A. Lawson,
Secretary.

Chamber of Commerce, Calcutta, 16th October 1877.

To the Secretary Chamber of Commerce,
Madras.

Dear Sir,—From the accompanying copy of letter from the Government of India you will will observe that the representation submitted by your Chamber regarding the Mofussil Insolvency Law has had the attention of the Government of India; and although, at the moment, no amendment

can be made, there is ground for hope that relief, in the direction suggested by your Chamber, will hereafter be obtained.

Yours faithfully,

H. W. I. WOOD,

Secretary.

Simla, 11th October 1877.

TO THE SECRETARY CHAMBER OF COMMERCE,

Calcutta.

SIR,—I am directed to acknowledge your letter dated the 25th August last on the subject of Insolvency in the Mofussil.

It appears that the Madras Chamber of Commerce complain of the absence of a complete Insolvency Law for places outside the Presidency Town, and urge that although the provisions of Chapter XX of the new Civil Procedure Code (which has come into force on the 1st instant) will to a great extent meet the want, yet they will not enable a Mofussil insolvent to obtain relief from his embarrassments unless and until he is arrested or imprisoned in consequence of a decree for money. This, the Madras Chamber consider a great hardship. They are of opinion that a Mofussil debtor should be entitled to make, and the District Judge be empowered to entertain, a declaration of insolvency as soon as the former finds the difficulties of his position to be otherwise insurmountable. The Bengal Chamber of Commerce concur in these views, and recommend an amendment of the provisions of Chapter XX of the new Civil Procedure Code in order to remove the objections urged.

I am to bring to your notice that when moving the reconstitution of the Select Committee on the Civil Procedure Bill, the Hon'ble Mr. A. Hobhouse particularly referred to those sections of the Bill which related to insolvency in the Mofussil. He remarked that the late Civil Procedure Code contained the germ of an insolvency law, and he explained that the judicial machinery in the Mofussil could hardly be adapted without large and costly additions to the working of any general and complete law of insolvency, and that at all events such a law

should be treated as a separate measure, and not embodied in the Civil Procedure Code. Mr. Hobhouse further expressed an opinion that it would be better, and be likely to pave the way to some more complete measure in future if the existing law were made a little less rudimentary and the existing provisions were supplemented where they seemed to have broken off in their natural course. He then explained the contents of the insolvency sections introduced into the Bill.

Again, in presenting the report of the Select Committee, Mr. Hobhouse reverted to the sections of the Bill on insolvency, remarking that the object was to provide a law which would be less rudimentary than the present one, but which would still fall short of a complete and full insolvency law for the Mofussil which the judicial machinery was not at present strong enough to work.

The Government of India are quite aware that the new Code of Civil Procedure, while improving the Mofussil insolvency law, will not place it in a wholly satisfactory condition; but for the reasons above stated it was not found possible at once to treat the question of Mofussil insolvency in a more complete manner. The Government of India, will, however, watch the operation of the new law, and will be glad of the assistance of the Bengal and Madras Chambers of Commerce when the time arrives for taking further legislative action.

I have, &c.,

ARTHUR HOWELL,

Offg. Secy .to the Govt. of India.

Kurrachee Sind, 1st November 1877.

TO THE SECRETARY CHAMBER OF COMMERCE,

Madras.

SIR,—Having observed in the newspapers that the Madras Chamber of Commerce has recently addressed the Government of India on the subject of Insolvency in the Mofussil, I beg to forward for the information of the Chamber a copy of a printed Memorandum, containing certain proposals for the amendment of the law on the subject, which were submitted

by me for the consideration of the Legislative Council before the passing of the New Code of Civil Procedure Act X of 1877. These proposals may be of some value when the time arrives for further legislative action.

I remain, &c.,

G. C. GRANT.

Memorandum on the subject of insolvency in the Mofussil, with reference to the provisions of Chapter XX of the New Code of Civil Procedure.

The great defect of the proposed insolvency law for the Mofussil, as embodied in Chapter XX of Bill No. IV is, that it will be of the very slightest benefit to either debtors or creditors, and do little or nothing to remedy the present very unsatisfactory state of affairs.

The proposed law will only apply to judgment-debtors who have been arrested, or imprisoned, in execution of a decree.

The present law for the relief of such persons as contained in the provisions of Sections 273 and 275, 280, 281 and 282 of Act VIII of 1859, and Section 8 of Act XXIII of 1861, although undoubtedly "rudimentary," is amply sufficient for the purpose, and if an insolvent law is only to apply to such persons, there is slight necessity for any amendment. If, therefore, imprisonment for debt is not to be abolished, the re-enactment of the above quoted Sections of the present law, with any such amendments as may be deemed advisable, will meet the case of insolvent judgment-debtors who have been arrested or imprisoned, without entailing on the Court the long and tedious investigation provided in Chapter XX of the new Bill.

But I am satisfied that an insolvent law to be really beneficial to debtors and creditors must go a great deal further. It appears from the speech of the Honourable Sir Arthur Hobhouse, in presenting the further report of the Select Committee, that the chief objection to the enactment of a complete and full insolvency law for the Mofussil is, that the judicial machinery is not strong enough to work it. I think this objection might be easily met by a provision enabling the Local Govern-

ment to invest any Civil Court with insolvency jurisdiction under the Act, and then for the present the law might be brought into force only in such places where it is urgently needed, and where the judicial machinery is strong enough, or could be made strong enough to work it. If the benefit of an insolvency law is only to be given as at present to judgment-debtors under arrest or imprisonment, I am certain that the provisions of Chapter XX will be as seldom used as those Sections of the present Code which "do duty for an insolvency law."

I would strongly urge that the time when an insolvency law will act beneficially is not after an unfortunate debtor has been sold up entirely, and finally as a last resource arrested or consigned to a Civil Jail, but when he first finds himself in difficulties, and before the rapacity of perhaps one creditor has entailed upon him law-costs which only increase his difficulties. It is obvious also that if the principle of a rateable distribution of an insolvent's assets among all his creditors be conceded as being just, they will be scarcely benefited by a law which will not permit of a debtor being declared an insolvent until probably the whole of his property has already passed into the hands of the creditor or creditors who have been the first to take advantage of his difficulties and obtain decrees.

In commercial towns, such as Kurrachee, where there is a large trading community, the want of some proper insolvency law to administer the property of a trader who through misfortune has become unable to meet his liabilities, is constantly causing the gravest scandals. In such a case the law, as proposed in the new Code, will be of no benefit at all. Arrest and imprisonment of a trader who is obliged to suspend payments is seldom resorted to as a means of compelling payment, and there is generally an unseemly scramble in the Courts by the creditors to obtain decrees and attachments of the property of the insolvent trader or traders, in cases of the insolvency of a firm containing several partners. It is in such cases that a law which would give the Court power to take charge of the property and administer it by its own officers or by assignees, and prevent its being wasted or fraudulently disposed of, is especially required.

I do not think that the District Courts as at present constituted would find any great difficulty in administering such a law. An insolvency law perhaps not full and complete, but I believe sufficient for all ordinary cases is, and has been for some years, in force in the Punjab (Sections 22 to 33, Punjab Laws' Act, IV of 1872), and there seems no reason, if the Civil Courts in the Punjab are able to work such a law, why the Civil Courts in other parts of India should not be strong enough to work it. At any rate it might be tried, and I trust that the present opportunity will not be allowed to pass without some attempt being made to introduce an insolvency law for the Mofussil. In this hope I have put together the chief provisions of the Punjab Insolvency Law, as contained in Act IV of 1872, and such of the provisions of Chapter XX of Bill No. IV as should be added on to that law, and have put them in the form of new Sections 344 to 360, inclusive, which I propose should take the place of the present Chapter XX of the new Code.

G. C. GRANT,
Kurrachee, 9th February 1877. *Dist. Judge of Kurrachee.*

CHAPTER XX *(as proposed.)*

Of insolvent debtors.

Powers to invest Courts with insolvency jurisdiction.

344. The Local Government may invest any Civil Court or any class of Civil Courts with insolvency jurisdiction in any specified local area.

Application to Court for declaration of insolvency.

345. Any debtor whose debts amount to Rupees two hundred or upwards, and any creditor or creditors to whom an aggregate sum of not less than Rupees two hundred is due from any such debtor, may apply in writing to the Court having local insolvency jurisdiction that the debtor be declared an insolvent.

Procedure of the Court thereupon.

346. If it appear that the debtor's liabilities amount to more than Rupees two hundred, the Court may

(1). call upon the debtor to make a statement of his assets and liabilities,

(2). invite by proclamation, or otherwise, the appearance of persons to record claims against the debtor, either upon debts already payable, or in virtue of transactions upon which debts will become payable,

(3). register all claims so recorded,

(4). call upon the debtor to give reasonable security for his appearance, or in default of reasonable security, order his confinement in the Civil Jail,

(5). attach all the debtor's property and assets, moveable or immoveable, and make such order for the management of the same, pending the final order of the Court, as it shall think fit,

(6). pass an order exempting the person and property of the debtor from further legal process, pending inquiry and the final orders of the Court.

Insolvent defined.

347. A debtor on whom the order referred to in Clause six of the last preceding Section is passed, is deemed an insolvent.

Service on creditors of copy of application and notice.

348. The Court shall fix a day for hearing the application, and shall cause a copy thereof, with a notice of the time and place at which it will be heard, to be stuck up in Court and served at the debtor's expense on all the creditors whose claims have been registered as provided in Clause 3, Section 346.

Procedure at hearing.

349. On the day so fixed, or on any subsequent day to which the Court may adjourn the hearing, the Court shall examine the debtor in the presence of the creditors, or their pleaders, and shall make full enquiry into the origin, nature, and circumstances of the liabilities and the conduct of the debtor in relation thereto, and shall hear the creditors in opposition to the application, and may, if it thinks fit, grant time to the creditors to adduce evidence showing that the debtor is not entitled to be declared an insolvent.

Fraudulent transfers in expectation of insolvency may be annulled.

350. If it appear that the debtor, after becoming unable to meet his liabilities, or in expectation of becoming so, has transferred his property, or any part thereof, with a view to defrauding his creditors, or to giving one or more creditors a fraudulent preference over the others, the Court shall annul such transfer, and treat the property transferred as the other property of the debtor, with such reservations in favor of the transferee as shall seem equitable.

Court may annul a debt, or reduce the amount in case of misrepresentation, extortion, or other misconduct on the part of the creditor.

351. If it appear that the liability of the debtor to any creditor has been incurred under such circumstances of misrepresentation, extortion, or other misconduct on the part of such creditor, as to have given him an unfair advantage with reference either to the other creditors, or to the debtor, it shall be lawful for the Court to annul such debt, or to reduce it to such an amount as upon a consideration of all the circumstances it shall deem reasonable.

Procedure in case of a debtor being a tenant of land from Government.

352. If the debtor be a tenant of land holding the same from Government by any tenure giving to him a complete or partial permanent of proprietory interest in the said land, it shall be lawful for the Court having regard to the reasonable claims, in the case of a Hindu or Mahomedan debtor, of the family of such debtor, to shares or portions to be provided out of his property, to reserve out of the property and assets of the debtor such proportions or specific parts, as shall seem just, the ownership whereof shall not be subject to alienation under the provisions of this Chapter; and with respect to any property so reserved, it shall further be lawful for the Court to vest the same in a trustee or trustees, either for a term not exceeding twenty years, or for the life-time of the debtor, and to make such order for the management and for the distribution of the proceeds thereof, to the creditors and their assigns, the debtor and the members of his family, or any of them, as shall be just and expedient.

Creditors to prove their debts.

353. The creditors whose claims have been registered, and any other persons who may appear alleging themselves to be creditors of the debtor, shall then produce evidence of the amount, and particulars of their respective pecuniary claims against him, and the Court shall frame a schedule of the persons who have proved themselves to be the debtor's creditors, and of their respective debts, and the Court shall give a decree in favour of each of the said creditors for their said respective debts. A copy of every such schedule shall be stuck up in the Court-house.

Schedule to be framed.

Applications by creditors.

354. Any creditor of the debtor who is not mentioned in such schedule may, within three months from its publication, apply to the Court for permission to produce evidence of the amount and particulars of his pecuniary claims against the debtor, and in case he proves himself to be a creditor of the debtor, for an order directing his name to be inserted in the schedule as a creditor for the debt so proved. The Court, after causing such notices as it thinks fit to be served at the applicant's expense on the debtor and the other creditors, and hearing their objections, if any, may comply with or reject the application.

Power to give effect to compositions.

355. The Court shall give effect to any composition or arrangement agreed upon between the debtor and so many of the creditors as are claimants, to the amount of at least two-thirds of the total liabilities of the debtor. Provided that no injustice or injury appears to be inflicted by such composition or arrangement on any of the parties concerned, and that no fraud or collusion is suspected. If any creditor or member of the debtor's family objects to such arrangement, the Court shall decide as to the reasonableness of the objection.

Receiver or assignees to be appointed.

356. If no such arrangement or composition shall be entered into, the Court may, if it thinks fit, make an order appointing a receiver or assignees to take charge of the insolvent's property.

Every such order shall be published in the *Official Gazette*, and shall operate to vest in the receiver or assignees all the insolvent's property (except the particulars specified in the first proviso to Section 266.)

Effect of order appointing receiver.

The receiver or assignees so appointed shall give such security as the Court may direct, and shall take possession of all such property, except as aforesaid.

Receiver to give security and collect assets.

357. Subject to the provisions hereinbefore contained, the receiver or assignees shall proceed under the direction of the Court.

Duty of receiver.

(*a*) to convert the property into money.

(*b*) to pay thereout debts, fines, and penalties (if any) due by the insolvent to Government.

(*c*) to pay such costs as the Court may direct to be paid by the insolvent.

(*d*) to distribute the balance among the scheduled creditors rateably according to the amounts of their respective debts, and without any preference; and such receiver or assignees may retain as a remuneration a commission at the rate of five per centum upon the amount of the balance so distributed, (the amount of the commission so retained being deemed a distribution), and shall deliver the surplus (if any) to the insolvent or his legal representative.

358. When the sale or administration of the insolvent's property is complete, the Court may order the insolvent to be discharged. Such order of discharge shall preclude any creditor from recovering from the debtor any sum in respect of any liability subsisting at the time of the insolvency, as defined by Section 347, unless he shall prove that through fraud or concealment on the part of such insolvent, which should, if known, have substantially affected the orders of the Court, he has sustained material injury.

When Court may order discharge of insolvent.

359. Nothing in this Chapter shall apply to persons who may have been admitted to the benefit of any insolvency law at a Presidency Town, nor shall any orders passed under the provisions of this Chapter affect the remedy of any creditor against his debtor in respect of property, which at the time of the insolvency of such debtor, was not placed at the disposal of the Court to which the application has been made.

Foregoing rules not to apply to persons admitted to benefit of insolvency law in Presidency Towns.

360. Whenever at the hearing under Section 349 it is proved that the insolvent has

(*a*) been guilty of any concealment, or of intentionally making any false statement as to the debts due by him, or respecting the property belonging to him, whether in possession or in expectancy, or held for him in trust,

(*b*) fraudulently concealed, transferred, or removed any property, or

(*c*) committed any other act of bad faith in reference to his liabilities,

The Court may sentence him to imprisonment in the Civil Jail for a term not exceeding one year from the date of committal, or the Court may, if it think fit, send him to a Magistrate to be dealt with according to law.

C.

THE SEA CUSTOMS BILL 1877.

Chamber of Commerce, Madras, 15th November 1877.

To the Hon'ble T. C. Hope, c. s.,
Calcutta.

Sir,—I have the honor to inform you that this Chamber have examined, Section by Section, the Sea Customs Bill of the Government of India. The Bill, as it now stands, appears to this Chamber to have been very carefully drafted, and I am instructed, therefore, to make only a few suggestions regarding it.

In Chapter I (Preliminary) the following clause appears :—

"Master."

(h) "Master" includes every person, except a Pilot, having command or charge of any vessel : and also a ship's Agent, appointed in writing by the Master to be responsible on his behalf when such appointment is approved by the Customs-Collector.

This Chamber would suggest that the words "*accepted by the said Agent and*" be introduced between the word "*is*" and "*approved*" so that the latter half of the paragraph will read "and also a ship's Agent appointed in writing by the Master "to be responsible on his behalf, when such appointment is "accepted by the said Agent and approved by the Customs-"Collector."

The mere statement in writing by a Master of a ship that a certain person is his ship's Agent, cannot, in this Chamber's opinion, render such person responsible on the Master's behalf until such person has consented to accept the responsibility.

Section 45 is as follows :—

Contracts for sale of goods, duty on which is raised or lowered before performance.

45. When a contract is entered into for the sale of any dutiable goods at a fixed price, including the duty leviable in British India at the date of the contract, and subsequently thereto, and before the contract is fully performed, the duty on such goods is raised or lowered, and levied accordingly, the amount to be paid to, or received by, the parties to the contract shall be increased or diminished, as the case may be, by the amount by which such duty is raised or lowered.

Illustrations.

(*a*). A, a merchant in Calcutta, contracts with B, a merchant in Liverpool, to sell him 100 maunds of indigo at Rs. 200 per maund, including the export-duty at the rate of 3 rupees per maund. Before the contract is fully performed, the duty on indigo is reduced to 1 rupee per maund. B is entitled to deduct from the price agreed on Rs. 200, being Rs. 2 per maund.

(*b*). A, a wine merchant in Madras, contracts with B, a resident there, to procure and deliver to him within one year a thousand gallons of champagne at Rs. 25 per gallon, duty paid. Subsequently, and before the contract is performed, the duty is raised from Rs. 1-8 to Rs. 2-8 per gallon. A is entitled to be paid at Rs. 26 per gallon instead of Rs. 25.

(*c*). A, a wine merchant in Bombay, contracts with B, a merchant in Bordeaux, for a thousand gallons of claret at Rs. 5 per gallon, including the import-duty of 1 rupee per gallon. Subsequently, and before the contract is fully performed, the duty is raised to Rs. 2 per gallon and levied at that rate. B is entitled to be paid at the rate of Rs. 6 per gallon.

This Chamber submit that this Section is out of place in a Customs Act, and if desirable at all, should form part of the Contract Act. It has nothing to do with the collection of duties, but relates simply to disputes between buyer and seller, with which Government have no concern, and with which they would be ill-advised to meddle. The Section might tell seriously against sales "for arrival;" and as constituents at a distance would probably decline to consider themselves bound by the stipulations of a purely Indian Act when such liability was to their disadvantage, the Section would become largely inoperative in practice. It is calculated to arm people at a distance with a weapon against merchants in India, which these merchants will in most cases be unable to use in their own defence.

Section 71 is as follows:—

Section 71.—The Customs-Collector may refuse port-clearance to any vessel until

Port-clearance may be refused unless certain conditions are fulfilled.

(*a*) the required manifest and certificates are produced;

(*b*) all Port-dues and other charges and penalties due by such vessel, or by the owner or Master thereof, have been duly paid, or their payment secured by such guarantee, or by a deposit at such rate as such Customs-Collector directs;

(*c*) a bond and security for the clearance of the import manifest within a reasonable period have been given by a duly appointed and accepted agent for the Master, the amount of such security and the length of such period being fixed in each case by such Customs-Collector.

With reference to this Section, the Select Committee remark in their report:—

18. *Section* 71.—The Madras Committee recommend the addition of a clause authorising the refusal of port-clearance to any vessel the Master or Agents of which have not made all reasonable endeavours to land all the cargo for the port. Formerly, they say, they could stop a vessel through the High Court, or bring an action for over carrying their goods; but now canal-steamers protect themselves by a clause in the bill of lading. The Madras Trades Association support this recommendation by a letter (Paper No. 9) giving details of packages actually overcarried. On the other hand, over carrying is defended on the grounds 1st, that boats are scarce at Madras; 2nd, that boatwork is there prohibited after sundown; 3rd, that mail-contracts prevent steamers making long delays. We have reserved this question for discussion at Calcutta.

This Chamber see no reason to depart from the recommendation referred to. They would therefore urge the Government to sanction the introduction of a clause empowering

the Customs-Collector to refuse port clearance under the circumstances stated.

Section 75 is as follows:—

Period allowed for discharge and shipment of cargo.

Section 75.—A period of twenty working days, or such further period as the Customs-Collector directs, shall be allowed for the discharge of import-cargo and the shipment of export-cargo on board of every vessel not exceeding six hundred tons.

One additional day shall in like manner be allowed for every fifty tons in excess of six hundred.

No charge shall be made for the services of a single officer of Customs for such allowed number of working days, or for the services of several such officers (if available) for respective periods not exceeding in the aggregate such allowed number of working days.

Consequence of exceeding same.

If the period occupied in the discharge and shipment of cargo be in excess of twenty working days, together with the additional period (if any) allowed under the second clause of this section, the vessel shall be charged with the expense of the officer of Customs at a rate not exceeding five rupees per diem (Sundays and holidays excepted) for such excess period.

Allowance for period during which vessel is laid up.

In calculating any period allowed, or any charge made, under this section, due deduction shall be made for any period during which a vessel after the completion of the discharge of import-cargo, and before commencing the shipment of export-cargo, is laid up by the withdrawal of the officer of Customs upon application from the Master.

As this Section is not applicable to Madras ports, this Chamber suggest that mention be made in the Bill of the ports to which the Section does or does not refer.

Section 154 is as follows:—

Application of Act to coasting vessels.

Section 154.—Nothing in chapters VII, IX, X, XI and XII of this Act affects coasting vessels:

Provided that the Governor General in Council may from time to time, by notification in the *Gazette of India*, declare coasting vessels to be affected by the whole, or any specified portions, of the said chapters, or not to be affected by any such portions of the remainder of this Act.

This Chamber submit that Section 71 of Chapter VII (quoted above) together with the clause which it is proposed to add thereto, be made applicable to all coasting vessels.

I have, &c.,

J. JONES,
Chairman.

D.

THE NEGOTIABLE INSTRUMENTS BILL.

Chamber of Commerce, Madras, 20th December 1877.

To THE HON'BLE WHITLEY STOKES,
Member of the Viceregal Council, Calcutta.

SIR,—I have the honor to submit, for the information of the Viceregal Legislative Council, the suggestions which, after a careful scrutiny, this Chamber wish to make on the Negotiable Instruments Bill of 1877.

It is observed that this measure, which is one of great importance to commercial interests, is, for the most part, conformable to English law. In this Chamber's opinion the draft is unnecessarily prolix, and in some parts the prolixity results in ambiguity. They have failed to imagine circumstances in which some of the Sections will be of use. The Bill, however, while containing some elementary information which might, it is submitted, be omitted without detriment, explains with precision many nice points of mercantile law and usage which, in the absence of legislative authority, are apt to excite controversy.

The following Sections are, in this Chamber's opinion, susceptible of improvement:—

Short title.	*Preamble.*—I. This Act may be called "The Negotiable Instruments Act, 1877:"
Local extent.	It extends to the whole of British India; but nothing in this Act applies to hundis;

I am to suggest that the terms "British India" and "hundis" should be defined. It appears to this Chamber that a law relating to Promissory Notes, Bills of Exchange, and Cheques should apply to the instruments termed "hundis" in use among natives, which, presumably, represent among the native community the separately specified instruments employed by Europeans in financial and mercantile transactions. The Act extends to the whole of British India, and should extend to all inhabitants of British India, who have occasion to use

negotiable instruments. In other branches of legislation no serious objection has been raised to making Natives, like Europeans, amenable to Acts framed on English law, and this Chamber see no occasion for an invidious distinction in the Bill under notice between the negotiable instruments of the two races. They submit that it should be an advantage to assimilate native commercial practices to English usages.

Section 5.—A bill of exchange is an instrument in writing (not being a cheque) containing an unconditional order, signed by the maker, directing a certain person to pay a certain sum of money only to, or to the order of a person ascertainable when such order is given or to the bearer of the instrument.

Bill of Exchange.

Section 6.—A cheque is an instrument in writing, containing an unconditional order, signed by the maker, directing a specified banker to pay a certain sum of money only to, or to the order of, a person ascertainable when such order is given, or to the bearer thereof.

Cheque.

It is suggested that the words "ascertainable when such order is given" are unnecessary. Section 13 states that "A negotiable instrument" means a promissory note, bill of exchange or cheque expressed to be payable to, or to the order of a specified person, or to "..... or order, or to the bearer thereof." This is contradictory to Sections 5 and 6. The meaning of these two Sections is so vague as to admit of several constructions.

Section 18.—If the amount promised or ordered to be paid is stated differently in figures and in words, the amount stated in words shall be the amount promised or ordered to be paid.

Where amount is stated differently in figures and words.

This is contrary to the present practice of either paying the smaller sum, or, when the drawer can be easily referred to, of returning the cheque for a correction of his clerical mistake. This Chamber are of opinion that the existing custom is more safe for, and just to all parties concerned than the innovation proposed in the Bill, which requires the drawer unconditionally to pay the amount stated in words. The Chamber adhere to the opinion they expressed in a letter to the Government on the 7th November 1867, that such a provision was objectionable, inasmuch as it was likely to cause unnecessary dispute, and to encourage fraud. They consider that as the instrument des-

cribed is not duly executed, no obligation should be imposed on the drawee to take the risk involved in paying it.

"At sight." "After sight."

Section 23.—In a promissory note or bill of exchange the expression "at sight" means on demand. The expression "after sight" means, in a promissory note, after presentment for sight, and in a bill of exchange, after acceptance or protest for non-acceptance.

It is suggested that the concluding clause of the second sentence should run:—"and in a bill of exchange after acceptance, *or noting*, or protest for non-acceptance."

Date on which bill or note payable so many months after date or sight, or after a certain event, is at maturity.

Section 24.—In calculating the date at which a promissory note or bill of exchange, made payable a stated number of months after date or after sight, or after a certain event is at maturity, the period stated shall be held to terminate on the day of the month which corresponds with the day on which the instrument is dated or presented for acceptance or sight or the event happens. If the month in which the period would terminate has no corresponding day, the period shall be held to terminate on the last day of such month.

Illustrations.

(*a*) A negotiable instrument, dated 1st February, is made payable at one month after date. The instrument is at maturity on the 1st March.

(*b*) A negotiable instrument, dated 29th January 1877, is made payable at one month after date. The instrument is at maturity on the 28th February 1877.

(*c*) A negotiable instrument, dated 30th August 1877, is made payable three months after date. The instrument is at maturity on the 30th November 1877.

(*d*) A promissory note or bill of exchange, dated 31st August 1877, is made payable three months after date. The instrument is at maturity on the 30th November 1877.

Date on which bill or note payable so many days after a date or sight, or after a certain event, is at maturity.

Section 25.—In calculating the date at which a promissory note or bill of exchange, made payable a certain number of days after date or after sight or after a certain event, is at maturity, the day of the date, or of presentment for acceptance or sight, or on which the event happens, shall be excluded.

It is remarked that no reference is made in these two Sections to "days of grace;" and that in Section 87 it is provided that promissory notes or bills of exchange "made payable at a specified period after date or sight thereof, must be presented for payment within three days after the end of

such period." But the drawee has a right to three days of grace which should be distinctly recognised in the Bill; and the Chamber suggest the alteration of Sections 24, 25 and 87 accordingly.

Section 42.—When it is within the scope of the business of a partnership to make, draw, accept, indorse or negotiate promissory notes, bills of exchange or cheques, any partner may bind his firm by making, drawing, accepting, indorsing or negotiating such instruments in the name of his firm, but not otherwise.

When partnership bound by promissory notes, &c.

Exception.—A partner may bind his firm by accepting in his own name, for partnership purposes, a bill drawn upon the firm.

This Exception is not understood. A partner cannot accept in his own name, for his firm, and bind the firm. The holder of the bill cannot be expected to know whether it is, or is not, drawn for partnership purposes. The bill is drawn not upon one member of the firm, but upon all the members; and the responsibility of accepting the bill should devolve upon all the members by acceptance being made in the name of all.

Section 45.—The drawee of a bill of exchange or cheque, having sufficient funds of the drawer in his hands properly applicable to the payment of such bill or cheque, must accept the bill or pay the cheque when duly required so to do, and, in default of such acceptance or payment, must compensate the drawer for any loss or damage caused by such default.

Liability of drawee.

It is considered that the words "properly applicable" are not sufficiently definite. A has Rs. 1,000 in B's hands. He draws for Rs. 1,000 on B at one month's sight. B accepts the Bill. A draws for Rs. 500 by cheque on B before the acceptance has fallen due. By the above Section it would seem that B must pay the cheque for Rs. 500 although he is aware that unless A pays more money in, there will be an insufficient sum left at A's credit to cover the bill. The Chamber are of opinion that B should be entitled, on accepting A's bill, to set apart sufficient funds of A's to meet the acceptance.

Section 47.—No person except the drawee of a bill of exchange, or all or some of several joint drawees, or a person named therein as a drawee in case of need, or an acceptor for honor, can bind himself by an acceptance.

Only drawee can be acceptor except in need or for honor.

The object of this Section is not obvious. It is not unusual for firms to protect the drafts of persons known to them when

the drawers have left India or gone up-country, and this Chamber see no necessity for notifying that such acceptances are acceptances for honor.

Section 58.—An acceptor of a bill of exchange is not relieved from liability, by reason that an indorsement thereon is forged, if he knew or had reason to believe, such indorsement to be forged, when he accepted the bill.

Acceptor bound although indorsement forged.

I am to remark with reference to this, that the party paying a Bill of Exchange should not be held liable for a payment in respect to a forged indorsement.

Section 66.—If the holder of such an instrument as in the last preceding section mentioned, delivers it to another person without indorsing it, but with intent to transfer his title thereto the transferee acquires by such delivery all the rights which the transferor had as holder except the right of negotiation, and he may sue upon the instrument in his own name.

Transfer without indorsement.

The Chamber are of opinion that the transferee has no title to an unendorsed cheque payable to order. The drawee cannot be expected to be acquainted with such a private arrangement as is referred to in the Bill. It would, under this Section, be competent for any man to pick up a cheque in the street, and obtain payment on his verbal assurance that the cheque had been given to him. The transfer is not legally complete until the title is legally transferred by indorsement. The drawee should be exempt from the obligation to accept statements of intention.

Section 80.—The holder of a negotiable instrument, who has acquired it after dishonor, whether by non-acceptance or non-payment, with notice thereof, or after maturity, has only the rights thereon of his transferor.

Instrument acquired after dishonor or when overdue.

Provided that any person who, in good faith and for valuable consideration, becomes the holder, after maturity, of a promissory note or bill of exchange made, drawn or accepted without consideration for the purpose of enabling some party thereto to raise money thereon, may recover the amount of the note or bill from any prior party.

Accommodation note or bill.

Illustration.

The acceptor of a bill of exchange, when he accepted it, deposited with the drawer certain goods as a collateral security for the payment of the bill, with power to the drawer to sell the goods and apply the proceeds in discharge of the bill if it were not paid at maturity. The bill not having paid at maturity, the drawer sold the goods and retained the proceeds, but indorsed the bill to A. A.'s title is subject to the same objection as the drawer's title.

It is recommended that the concluding clause of the first paragraph, instead of "has only the rights thereon of his transferor," should read "has only the rights thereon of his transferor *as against the other parties.*"

Section 82.—A bill of exchange payable at or after sight must, if no time or place is specified therein for presentment, be presented to the drawee thereof for acceptance, if he can, after reasonable search, be found, by a person entitled to demand acceptance, within a reasonable time after it is drawn, and in business hours on a business day. In default of such presentment, no party thereto is liable thereon to the person making such default.

Presentment for acceptance.

If the drawee cannot, after reasonable search, be found, the bill is dishonored.

If the bill is directed to the drawee at a particular place, it must be presented at the place; and if at the due date for presentment he has absconded, the bill is dishonored.

This Section implies erroneously that it is the practice for drawees to accept bills of exchange payable at sight. Such an instrument is payable on demand, or presentation, but is not offered for acceptance.

Section 83.—A promissory note, payable at a certain period after sight, must be presented to the maker thereof for sight, by a person entitled to demand payment, within a reasonable time after it is made and in business hours on a business day. In default of such presentment no party thereto is liable thereon to the person making such default.

Presentment of promissory note for sight.

There is a verbal inaccuracy in this Section. The promissory note, payable a certain period after sight, must be presented to the maker by the person *entitled to demand acceptance*, not payment, for the payment of the note can only be demanded on the maturity of the instrument, and the note may then have been transferred to a third party.

Section 84.—The drawee of a bill of exchange presented to him for acceptance may retain the same until the end of twenty-four hours, or until the next post to the holder, whichever first happens, to consider whether he will accept it.

Drawee's time for deliberation.

Explanation.—In calculating the twenty-four hours mentioned in this section, days which are not business days shall be excluded.

It should be stated that the drawee must accept it from the day when the bill was presented to him for acceptance.

Section 87.—An inland promissory note or bill of exchange, made payable at a specified period after date or sight thereof, must be presented for payment within three days after the end of such period.

Presentment for payment of inland instrument payable after date or sight.

The omission of the word *inland* in the first line of this Section is recommended. As the Section now stands it may seem to mean that it refers both to inland promissory notes and to inland bills of exchange. The Section need not be limited to inland instruments of either kind. It has already been remarked, with reference to Sections 23 and 24, that this Section does not sufficiently recognise the drawee's absolute right to three days of grace.

Section 88.—An inland promissory note payable by instalments must be presented for payment within three days after the date fixed for payment of each instalment; and non-payment on such presentment has the same effect as non-payment of a note at maturity.

Presentment for payment of inland promissory note payable by instalments.

This Section introduces a novelty. At present it is not customary to send a Promissory Note up-country for the payment of each instalment as it falls due. The obligation having been once admitted by the maker of the note, there seems to this Chamber to be no occasion for subjecting the holder to the inconvenience of sending the note for repeated authentication, and to the risk of losing the document *in transitu*.

Section 96.—Presentment for acceptance or payment may be made by or to the duly authorized agent of the drawee, maker or acceptor, as the case may be, or where he has died, to his legal representative, or where he has been declared an insolvent, to his assignee.

Presentment by or to agent, representative of deceased, or assignee of insolvent.

The wording of this Section is complicated, and the meaning obscure. It is stated in the Special Committee's report that this Section, which is "new, provides that presentment for acceptance or payment may be made by or to a duly authorised agent, or the representative of a deceased party or the assignee of an insolvent party." The Section, as it stands, does not, in the opinion of this Chamber, seem to fulfil the intentions of the Special Committee.

I have only one more recommendation to make, namely, that provision should be made in the Bill to legalise the send-

ing of a true copy of a bill of exchange for acceptance when the drawee resides at a distance from the holder of such bill.

I have, &c.,

J. JONES,
Chairman.

E.

THE STAMP BILL.

Chamber of Commerce, Madras, 20th December 1877.

TO THE HON'BLE WHITLEY STOKES,
Member of the Viceregal Council, Calcutta.

SIR,—I have the honor to submit for the information of the Viceregal Legislative Council the results of this Chamber's examination of the Stamp Bill of the Government of India.

It is stated that the Act is to extend "to the whole of British India." I am to suggest the advisability of defining what is meant by "British India" as distinguished from Travancore, Cochin, Mysore, Hyderabad, &c. If it be the intention of the Government that the Act shall apply to the Mysore Province, or to places in Mysore—as Bangalore—it is desirable that no room should be left for uncertainty on the subject.

Section 3, *para* 26.—"Mortgage-deed" means any instrument evidencing a pledge of immovable property for securing the payment of money.

"Mortgage-deed."

The Chamber recommend that it should be stated whether a document for a loan on the security of growing crops will be covered by an 8 annas Agreement Stamp. Last year this Chamber and the Wynaad Planters' Associations united in memorialising the Government of India to reconsider the existing schedule of the Stamp Act which regulates the duty on crop agreements. It was represented that the duty is a heavy tax on the coffee cultivating industry, and the Government were asked to amend the Act by the insertion of provisions for agreements to extend over one or more years to cultivate and deliver produce in consideration of advances for the purpose of cultivation. It is hoped that

the present opportunity will be employed to relieve the planters of a severe burthen.

Instruments executed in British India.

Section 8.—Instruments executed out of British India and relating to, or empowering any person to deal with, property within British India at the time of execution shall be stamped within one month after their arrival in British India; and where any such instrument requires to be stamped with an impressed stamp it shall be taken for that purpose to the Collector, who shall on payment of the proper duty, stamp the same in the manner directed by the rules under this Act, and certify thereon that such duty has been paid.

In section 43, para. *b*, provision is made forbidding the Collector to make any endorsement regarding adjudication as to proper stamp, on "any instrument executed out of British India, and brought to him after the expiration of two months after its arrival in India." In Section 8, however, it is laid down that an instrument executed out of British India shall be stamped within one month after its arrival. In the Chamber's judgment one month is too little, and even two months may often prove insufficient. In the old Stamp Act three months are allowed for the purpose; and looking to the difficulty that sometimes results from a person being on tour in this large country, as well as to postal delays, the Chamber deprecate the reduction of the time hitherto allowed for stamping the class of instruments referred to.

Cancellation of adhesive stamps.

Section 42.—Whoever affixes, in accordance with the stamp law, any adhesive stamp to any instrument liable to duty shall, at the time of affixing the same, cancel such stamp by writing across it his name or initials, or, if he be a partner, the name or initials of his firm, together with the true date of his so writing, so that the stamp may be effectually cancelled, and rendered incapable of being used for any other instrument.

In practice it would be impossible to comply habitually with this Section. Many banks have to cancel three or four stamps on several hundred bills daily, and it will entail great labour if the name or initials of the bank, together with the date of cancellation, have to be written across each stamp. It is desirable that defacement by means of a stamping press should be permitted, or any other means that entirely defaces the stamp.

In Schedule I. the first instrument named on the list in Class I. is a "Bill of Exchange payable at sight." This should be *after* sight.

The Chamber observe with regret that the stamp-duty on Bills of Exchange and Promissory Notes has been nearly doubled, or, in other words, that a heavy additional tax will, if this Act becomes law, be imposed upon the export and import trade of the country. The Chamber respectfully protest against changes which are opposed to the wise policy of fostering commerce by removing all unreasonable impediments. India has already great difficulty in competing with countries that produce similar staples to her own, and in these days of fine margins between cost and realisation, a comparatively small additional burthen is sufficient to interfere with trade. In para. 13 of the Statement of Objects and Reasons it is remarked—

> The principle of the changes now proposed may be said to be the equalisation of the existing rates of percentage of duty upon the amount taxed, and their adjustment to the English standard—the rupee and its halves and quarters being taken as the equivalent of the shilling and its halves and quarters respectively, and the anna as equal to the penny.

This involves a fallacy which the Chamber are of opinion the Government of India should repudiate, namely, that the rupee is the equivalent of the English shilling. It is probably true that Europeans in India, being compelled to live expensively, find that in their private expenditure a rupee does not seem to go farther than a shilling in England; but it would be an injustice to base a scale of stamp duty on a mere phrase. The par value of the rupee is two shillings, and all the budget accounts published by the Financial Department are "converted into sterling at Rs. 10 to the Pound sterling." There can be no "equalisation" of Indian and English duty deserving the name which assumes that the rupee is equal to the shilling, and the anna to the penny. The duty would be sufficiently high if assimilated to England's dues, say 8 annas in India when a shilling is charged in England, &c.

The duty on Policies of Life Insurance is revived in this Bill. No other justification of this change is made, than that it is "nothing more than a reversion to the rates chargeable in these documents, previously to the passing of the Stamp Act of 1869." It seems to this Chamber that there are weighty objections to this retrogade step. Life Insurance is a provision against contingencies that few but

Europeans make in India, and the insured have to pay a heavy additional premium for permission to live in this country. The stamp duty on the policy is paid by the Insurance Company, but the rates of premium are influenced by the expense of conducting business, and the amount of stamp duty has to enter into the calculation. Hence the tax inflicts an additional burthen on the Insurance Companies represented in India, and will assist to keep up high rates of premium, that are already felt to be almost prohibitive by members of the Uncovenanted Service, by Military officers, and other servants of the State, as well as by non-officials.

As to transfer of shares it is stated that one quarter of the duty payable on a conveyance will be chargeable on "transfer of a share in a Company or Association." The Chamber are desirous of knowing whether the duty will be payable on the value of each share, or on the aggregate value of shares when more shares than one are transferred.

I have, &c.

J. JONES,
Chairman.

F.

EFFECT ON COMMERCE OF THE FALL IN SILVER.

Fort William, 16th January 1877.

TO THE SECRETARY CHAMBER OF COMMERCE,
Madras.

SIR,—In forwarding a copy of a despatch from the Secretary of State, No. 112, dated 31st October 1876, I am directed to request that the Governor General in Council may be favored, as early as convenient with the opinion of the Chamber of Commerce on the effect which the fall in the price of silver may have had on trade, on remittances, and on prices in India.

As indicated in the last paragraph of the Despatch, any facts, given to the latest date possible, which throw any light

on the subject of the effect of the depreciation of silver, will be helpful, and very acceptable.

I have, &c.,
R. B. HOLLINGBERRY,
Asst. Secy. to the Govt. of India.

India Office, London, 31st October 1876.

To HIS EXCELLENCY THE RIGHT HON'BLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

MY LORD,—In a letter addressed to the Foreign Office on the 28th of August, of which a copy is herewith forwarded, the Secretary of State for Foreign Affairs was requested to issue instructions to Her Majesty's Ministers abroad for the transmission, in time for presentation to Parliament at the beginning of the next Session, of all information which could be obtained respecting the measures adopted, or in progress, that have any bearing on the question of the depreciation of silver.

I shall be glad to be furnished at the same time with a note conveying in a succinct form all information that it may be in the power of Your Excellency to supply regarding the effect which the fall in the price of silver may have had on trade or remittances, and on prices in India, as well as a narrative of any applications made to your Government with the view of supplying a remedy for the existing state of things, and of the action you have taken thereon.

It is not desirable that this note should enter on a discussion of the question, further than to recapitulate such arguments as may have been brought forward in the correspondence; but any facts which throw any light on the subject should be given to the latest date possible.

I have, &c.,
SALISBURY.

(Enclosure.)

India Office, 28th August 1876.

To THE UNDER SECRETARY OF STATE FOR FOREIGN AFFAIRS.

SIR,—With reference to the letter addressed to the Secretary of State for Foreign Affairs on the 20th of last March

by Mr. Goschen, the Chairman of the Select Committee of the House of Commons on Depreciation of Silver, I am directed by the Secretary of State for India in Council to request that the Earl of Derby will be so good as to issue instructions to Her Majesty's Representatives and Consuls in foreign countries to continue to supply from time to time all the information which it may be in their power to obtain with regard to the production and distribution of silver, the exports and imports of that metal, coinage, legislation respecting currency, and any other particulars that bear on the question of the present depreciation of silver.

Lord Salisbury is particularly desirous of receiving any further information which can be procured from the United States regarding the yield of the mines, more particularly those in Nevada, in the years 1875 and 1876, and their probable future production during the next few years; regarding the exports of silver from California as well as New York; and regarding the legislative measures adopted or contemplated for the regulation of the currency, and the demands of the Government for the domestic use of the country. Lord Salisbury would also be glad to learn the result of any inquiries which it may be in Sir Edward Thornton's power to institute respecting the effect produced by the recent discoveries on the working of the Mexican and other mines on which the supply mainly depended in former years.

Information of a similar character respecting the South American mines, and the exports from the several republics of South America, is also very desirable.

With regard to Germany, Lord Salisbury will be glad to be furnished with any information that can from time to time be procured regarding the disposal of the surplus stock of silver, the extent to which the disused currency is withdrawn from circulation, the demand which may arise for further supplies of silver as subsidiary coinage, and the operations of the Government or the legislature for the further demonetisation of the silver currency.

Particulars regarding the progress of demonetisation, and the exports of silver, in Sweden, Norway, and Denmark, would also be of value.

The attitude of the Government of France at the present time is of peculiar interest, and Lord Salisbury will be glad of any reports from Lord Lyons in regard to the suspension of the coinage of silver five-franc pieces, the accumulation of gold and silver relatively in the Bank of France, and the issue of coin for the use either of the French people or of the other States forming the Latin Union. Information with respect to the imports and exports of silver, and the operations of the currency, might also be obtained from Belgium, Italy, and Switzerland; and it is especially interesting to ascertain the course adopted in Holland under the peculiar circumstances in which that country is placed.

Lord Salisbury will also be glad to learn how far the absorption of silver by Russia and Spain continues.

In all these cases it is not his desire to limit the reports, which he trusts Her Majesty's Representatives will furnish, to the particular points mentioned, as it is only by carefully noting any information that can be obtained respecting the relation between the demand for silver and its production that the Government can hope to be in the position of arriving at accurate conclusions regarding the influence of the present depression of silver on the finances of India.

It would be convenient that the reports should be made from time to time in the event of any information being available, and that in the case of each country, an account should be supplied of the position of affairs towards the end of the year, so as to admit of the documents being prepared for presentation to Parliament on its reassembling next year.

I am, &c.,

LOUIS MALLET.

Chamber of Commerce, Madras, 11th June 1877.

TO THE ASSISTANT SECRETARY GOVERNMENT OF INDIA,
Calcutta.

SIR,—I have the honor to acknowledge receipt of your letter of the 16th January, and of the copy which accompanies it of the Secretary of State's despatch of the 31st October on the subject of the effect which the fall in the price of silver

may have had on trade, on remittances, and on prices in India, and requesting an expression of the Chamber's opinion thereon.

In reply I am desired to inform you that this Chamber are disposed to think that sufficient time has not elapsed since the serious depreciation referred to commenced, to admit of confident opinions being safely offered relative to its effect upon Indian Commerce. The question is a vast one, and its solution will deeply interest this Chamber; but it is considered advisable not to hazard the expression of possibly crude theories based on an imperfect knowledge of cause and effect.

I have, &c.,

J. JONES,
Chairman.

G.

ANNOUNCEMENT OF THE FINANCIAL OPERATIONS OF THE GOVERNMENT.

Chamber of Commerce, Bombay, 5th May 1877.

TO THE SECRETARY CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—The Committee of this Chamber desire me to send to you printed copies of a letter which they have addressed to the Government of India, on the subject of the uncertain character of the announcement made in the Financial Statement with respect to the operations for the year in loans and Bills, and the injury done thereby to mercantile interests.

The Committee, believing that you attach as much importance to this subject as they do, will be glad of your co-operation in urging upon the Government of India the adoption of a more definite policy; and they are hopeful that the representations of all the Chambers will have the desired effect.

I have, &c.,

J. GORDON,
Secretary.

Chamber of Commerce, Bombay, 2nd May 1877.

To the Chief Secretary Government of India,
Calcutta.

Sir,—I am directed by the Bombay Chamber of Commerce respectfully to address you on the subject of the indefinite and uncertain character of the announcement made in the Financial Statement of the 15th March, with respect to the loan operations, and to the Secretary of State's Bills on the Government of India, which will be sold in London, during the year.

The estimates of these are, it is true, given in the Financial Statement, but their effect is completely nullified by the note on the face of the Statements Nos. IV., V., and VI., which runs as follows:—"The estimates are the best that can now be made; but they are subject to modification as the year goes on; the Government must not be understood to pledge itself that the Secretary of State in Council will raise by bills the exact amount stated; or that the exact amount stated will be borrowed during the year; or that it will be borrowed in India or in England as the case may be." Again, it is stated in the Financial Statement under the head of "Loss by Exchange" that, either by bills or by borrowing, the Secretary of State must get £16,000,000 for the Home Treasury in 1877-78; and that it cannot be said with certainty how much he will raise by bills and how much by borrowing. It is also observed with reference to the raising of the loan in India or in England, that the Governor General in Council will not, so far as the decision rests with him, submit to any unreasonable terms; and if the conditions acceptable to the money market in India should appear too favourable, he will not hesitate to recommend to the Secretary of State to endeavour to obtain power to borrow in England as much more than $3\frac{3}{4}$ millions sterling as is found to be really wanted.

The Finance Minister justifies this policy on two grounds —(1) that the assent of Parliament must be had before any money could be borrowed in England on behalf of India, and (2) that even if this difficulty did not exist, it would be hardly possible, under present circumstances, to pledge the Secretary of State to sell any specified quantity of bills at specified

times, for fluctuations in the price of silver might be so serious and might occur so rapidly, that it might be in the highest degree inconvenient to carry out the pledges which had been given.

While acknowledging the natural anxiety of his Excellency the Governor General in Council to diminish expenditure wherever it might appear to be practicable, the Chamber desires with great deference to submit that the policy of not deciding upon and adhering to a fixed amount to be borrowed in India or in England, and a fixed amount of Council bills to be drawn weekly during the year, will be injurious to Government itself and to the country. The trade of the country is so mixed up with the financial arrangements of Government that it is in the highest degree desirable that Government in making these arrangements should adopt a frank, undeviating, policy, to be adhered to under all circumstances, for, if any saving of expenditure were possible under the system now pursued, it would be of little moment when compared with the injury done thereby to the banking and mercantile interests affected by its operations. The Chamber can only think of two cases in which it might be desirable in the interests of the State, or of the trade of the country, to deviate from a fixed line of action, and these are—first, a threatened combination on the part of the buyers of Council bills; and, second, a financial panic which it might be the very legitimate desire of Government to allay.

The uncertainty which prevails with respect to the amount of Council bills to be offered for sale in London, during the year, is the greater evil, for while Government can gain nothing by its uncertain policy, not only are the entire banking and trading interests of the country, but all those having any relations with Europe, affected by the manner in which these bills are issued. These bills amount to about one-fourth of the whole export trade of British India, and the sales of them made regularly throughout the year, in accordance with the announcement of Government, would not be liable to be affected by any combinations of persons. It is, moreover, of extreme importance to numerous interests engaged in banking and commerce that the calculations upon which their transactions are based

should not be subject to be at any time upset by a change, or suspension, of the amount to be offered for sale, which not only produces embarrassment, but has an immediate temporary effect on exchange. The violent fluctuations in the rate of exchange during the last year, and the crisis which took place in July, were aggravated by the frequent changes made in the Council drawings. During February and March no allotments were made at all: afterwards, when bankers and others had been driven to other modes of remitting to India, supplies of Council bills were freely placed on the market, and sold at the market price down to 1*s.* 6½*d.* After the reaction began in July—in addition to the periodical drawings—Government offered to give large sums at a fixed rate on application at any time; and in this way, and also by offering bills for tender at unusual intervals without previous notice, they showed such an anxiety to sell their bills that the reaction which had set in, and which would no doubt have been continuous, was checked, and a heavy fall in exchange brought about. It was only when Government reverted to regular periodical drawings that the natural tendency of exchange to advance was allowed free scope. The whole trade was mystified, and such of it as depended on the future of exchange paralysed by the unusual policy, and by the feeling of danger and uncertainty which it gave rise to. The price of bar silver in London fell in July to 47*d.*, and the rate of exchange to 1*s.* 6½*d.*, but, after the panic had passed off, and when the regular and certain issues of Council bills came to be made, the price of silver and the rate of exchange gradually rose until, in the end of January last, they stood at 58*d.*, and at 1*s.* 10¼*d.*, respectively. A feeling of confidence was gaining ground, and it was beginning to be assumed that the Council bills would be drawn regularly and without restriction, when suddenly on 31st January, and again on 7th February, a limit was fixed, owing to which a great part of the bills was withheld—and this for no other apparent reason than that of giving an artificial support to the rate of exchange. This return to the policy of last year was viewed with doubt and alarm by all those interested, but it was still hoped that the Budget Statement, the issue of which was shortly expected,

would contain some definite announcement as to the future, and thus set at rest the uneasiness which existed. Such hopes, however, were disappointed, and the Chamber thinks it its duty to call the serious attention of the Government to the feeling of doubt and perplexity, which now prevail, to the unhealthy element of excitement and speculation which have been introduced, and to the grave harm which is thereby being done to trade on which the interests of the country so much depend.

Exchange, it is needless to observe, depends in the long run upon silver, which is affected by the supply and demand, and any changes brought about by silver in itself are gradual and slow. But Council bills depend not on any natural laws, but are merely the result of the exercise of the arbitrary authority of Government. These bills have, during the last seven years, increased from five to fourteen millions; and it is obvious that every increase in the amount must bring about sooner or later a corresponding reduction in the imports, or an increase in the exports of ordinary merchandise. By this means an adjustment is in due time effected, but it is unreasonable to suppose that the amount of the Council bills can be increased, and that exchange can at the same time, until the adjustment has taken place, be supported. Nor should the important fact ever for a moment be overlooked that an artificial support to exchange is no real benefit to the Government or to the country;—exchange is improved and kept up for the time, but the result of this is to give an unnatural stimulus to the import trade, and when the artificial support is withdrawn, the fall which follows is all the more certain and severe.

The Chamber observes that the Government of India considered it necessary that the requisite statutory powers should be obtained before any fixed and certain policy could be adopted with respect to the operations for the year in loans and bills. As Parliament is now sitting, and has been since February, and the adoption of this policy is of enormous importance to the country, the Chamber desires respectfully to express the hope that the borrowing powers will be applied for without any delay, and that, as soon as these are obtained,

His Excellency the Governor General in Council will announce the amount of the loan which he intends raising in India and the amount in England, and with regard to Council bills that he will fix the amount to be drawn weekly during the year, and will adhere to it rigidly without allowing it to be affected by any fluctuations in rates.

The Chamber would respectfully urge that it would tend in a very material degree to facilitate the interests of the trade of the country, and therefore be of benefit to the State could the loan policy be definitely announced in each Budget. The greatest uneasiness and uncertainty were created last year by the announcement of the Secretary of State on the 12th of April that a loan of four millions sterling would be raised in England only a few days after a totally different intention was announced in this country, and again this year the same feelings have been raised in an even greater degree by the uncertainty which overhangs the future—an uncertainty which the Chamber submits, and it does so most respectfully, might be done away with were consideration given to the matter beforehand, and a decision arrived at, subject only to the confirmation of Parliament, and the obtaining of such statutory powers as might be necessary.

I have &c.,

J. GORDON,

Secretary.

Chamber of Commerce, Madras, 11th June 1877.

TO THE SECRETARY CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to acknowledge receipt of your letter of the 5th ultimo, handing copy of a letter that your Chamber have addressed to the Government of India, on the subject of the uncertain nature of the announcement in the Budget Statement of the prospective financial requirements of the Government.

In reply, I am to express this Chamber's regret, that they cannot, on this occasion, co-operate with your Chamber with a view to urging the Government to adopt a more definite policy.

This Chamber are fully aware of the value to commerce of accurate and timely information of the loan and other financial operations of the Government, but they question whether the Government are always in a position, or would think it advisable, to supply such information.

I have, &c.,

C. A. LAWSON,

Secretary.

II.

THE INDIAN WHEAT TRADE.

Proceedings of the Madras Government, Revenue Department, 4th April 1877.

Extract from the Proceedings of the Government of India, in the Department of Revenue, Agriculture and Commerce, (Agri and Horticulture,) dated Calcutta, 14th March 1876.

* * * * *

RESOLUTION.

OBSERVATIONS.—The development of the export trade in Indian wheat has long occupied the attention of the Government of India. In January 1873, on the representation of the Bombay Chamber of Commerce, who urged that the weight of the export duty, and the length of the sea voyage, practically disabled Indian wheat from successfully competing with any country in the English market, except perhaps California and Australia, the Government of India freed Indian wheat from all duty on export.

Since then, aided by various other circumstances, particularly the shortened transit through the Suez Canal, and recently the state of exchange, and, perhaps, to some extent the political condition of Eastern Europe, the increase in the trade has been very great, as will be seen from the figures

appended, showing the quantity and value of the wheat exported to foreign countries :—

		Cwts.	Rs.
1871-72	... ...	637,099	23,56,445
1872-73	... ...	394,010	16,76,900
1873-74	... ...	1,755,954	82,76,064
1874-75	... ...	1,069,076	49,04,352
1875-76	... ...	2,498,285	90,10,255
1876-77	(first ten months)	4,839,290	1,67,34,001

Seeing that the quality of Indian wheat has commended itself to English millers, it may be hoped that, with the advantages she now possesses, India will be able to maintain this important trade at a high level. But it must not be forgotten that this country has active and eager competitors in the United States, Southern Russia, Austro-Hungary, and Egypt; and that some of these countries are naturally possessed of great advantages in the shipment of wheat to England. It is necessary, therefore, that the greatest care should be taken by everybody interested in the trade, from the cultivator to the shipper, to prevent any cause for complaint regarding the quality of the grain exported.

It appears from the despatch, No. 130, received from Her Majesty's Secretary of State, that complaints are now made of the dirty condition of Indian wheat received in England, as well as of its admixture with inferior grains. The Governor-General in Council desires that these papers may be circulated amongst district officers and published for general information. To some extent the complaints regarding the dirty condition of our wheat will diminish with the extended employment of the railways in its carriage to the port of shipment, in supersession of boats, and with the increased facilities of despatch from the port. A great deal may also be done by the trade in undertaking the cleansing and sorting of the grain before it is shipped. It would appear from a letter from the firm of Messrs. Scott Finlay and Company of Bombay to the Chief Commissioner of the Central Provinces, that in the present state of the market, it would hardly be profitable to incur much expense in such cleansing and sorting. But probably, with an increased demand for cleaned and sorted wheat, it will prove remunerative to set up winnowing and sorting machines of the kind referred to in the communication from Her Majesty's Secretary

of State at the great centres of shipment, viz., Bombay, Kurrachee, and Calcutta. In view of the poverty and ignorance of the agricultural community of India, the Governor-General in Council does not consider that it would be expedient to suggest the employment in the rural districts of machines, the purchase of which would require capital which is probably not forthcoming, and the repair of which, when broken, could not be effected except at the Presidency Towns. His Excellency in Council considers, however, that much may be done in the way of advice and instruction by district officers to impress upon the agriculturist the necessity of so treating his crop, after it has been reaped, as to keep it reasonably clean, and that such advice will be welcomed and acted upon by the cultivator in his own interest as soon as it is made clear to him that clean wheat will command a readier and better market than dirty grain.

The question of admixture of wheat with inferior grains, such as barley and gram, is a separate matter. It is not probable that the adulteration is altogether fraudulent. The truth is, that the cultivating classes, who do not largely consume wheat themselves but the inferior grains, have hitherto been in the habit of sowing these inferior grains with their wheat in the same field, the object being to have some resource to fall back upon in the event either of failure in the wheat crop, or of difficulty in selling it at a remunerative price. As long as circumstances operated against the development of a steady and sure trade in wheat this practice of the cultivator could perhaps only be regarded as dictated by prudence. But circumstances have changed, and a practice which formerly was reasonable has now no reason for continuance, and indeed its continuance will have an injurious effect on the cultivator. There seems little reason to doubt that the agricultural community will be ready to modify this habit on becoming acquainted with the facts of the case, and that they may easily be persuaded either to cease to cultivate inferior grains in the same field with wheat, or to be careful in reaping to keep them apart. The local officers in each district should cause them to be properly instructed in this matter, and they should specially impress upon the cultivators the need

for careful selections of their seed. Much good may result from judicious action in this direction, and the Governor-General in Council commends the matter to the particular attention of the local authorities. His Excellency in Council has noticed with much satisfaction the steps which have already been taken toward the attainment of the object desired by the Chief Commissioner of the Central Provinces.

The Secretary of State for India desires that a paper may be prepared, bringing together all the facts procurable regarding wheat cultivation in India. To assist in the preparation of such a paper, the Governor-General in Council requests that in each province a memorandum may be drawn up showing, as far as the information may be available,

(1) the names of the districts in which wheat is grown;
(2) the area (in acres) under wheat in each of the last five years to the end of 1876-77;
(3) the average outturn in pounds per acre;
(4) a brief account of the cultivation, in which should be stated the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars;
(5) the average wholesale price of wheat;
(6) average consumption per head of the population of the district;
(7) total consumption within the district;
(8) annual imports into the district for five years, and places whence imported;
(9) annual exports for the same period, places whither exported, and proportion carried by road, rail or river;
(10) estimated average cost of cartage to the railway station nearest the district;
(11) cost of transit to port of shipment (Calcutta, Bombay, or Kurrachee), by rail, by road, and by river;
(12) local names for the varieties of wheat cultivated, and their description in English; and

(13) a general summary for the province, showing the total area under wheat, the average outturn per acre, the total outturn, and the details of the import and export trade.

It is also requested that no time may be lost in obtaining the samples of wheat required by the Secretary of State. It is desirable that these should be put up in bags containing two pounds each, properly labelled with the name of the district in which the wheat was grown and its distinctive name. These samples should be forwarded to this office as soon as possible, without waiting for the completion of the information asked for.

ORDERED.—Ordered that a copy of this Resolution, with a copy of the papers read in the preamble, be forwarded to the Government of Madras with a request that the necessary measures may be taken without delay to carry into effect the suggestions and instructions contained in this resolution. The Governor-General in Council will be glad to receive any suggestions which local Governments and Administrations may desire to make with a view to the further development and improvement of the trade.

G. H. M. BATTEN,
Offg. Secy. to the Govt. of India.

ORDER THEREON, 4th April 1877, No. 1,318.

Communicated, with the enclosures, to the Board of Revenue and Chamber of Commerce.

The Board will issue instructions for giving effect to the suggestions and orders of the Government of India in the Proceedings above recorded. Their special attention is called to the requisition in paragraph 6 of the Resolution.

The Board will also duly submit any suggestions they may have to offer in view to the further development and improvement of the trade in wheat; and the Chamber of Commerce will also be invited to favor the Government with their remarks on this point.

D. F. CARMICHAEL,
Offg. Chief Secretary.

Chamber of Commerce, Madras, 16th May 1877.

To the Chief Secretary to Government,
Fort Saint George.

Sir,—I am desired, with reference to the Proceedings of Government, 4th ultimo, to express the Chamber's regret that, as Southern India is not a wheat producing country, it is out of their power to contribute to the information relative to the development and improvement of the Indian wheat trade, which, they are gratified to learn, is being collected by the Government of India.

J. Jones,
Chairman.

I.

THE MAIL CONTRACT OF THE P. & O. COMPANY.

Chamber of Commerce, Bombay, 15th November 1877.

To the Secretary Chamber of Commerce,
Madras.

Sir,—The contract entered into by Her Majesty's Government with the Peninsular and Oriental Company, for the conveyance of the East India, China, and Japan Mails, expires on the 1st of February 1880, when it shall determine if 24 calendar months notice shall have been given by either party. The determining clause in the contract runs as follows :—

47. This contract shall commence on or as from the 15th day of August 1874 and shall continue in force until the 1st day of February 1880, and shall then determine if the Postmaster General shall by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries for the time being of the Post Office have given to the Company, or if the Company shall have given to the Postmaster General 24 calendar months notice that this contract shall so determine, but if neither the Postmaster General nor the Company shall give any such notice this contract shall continue in force even after the said 1st day of February 1880 until the expiration of a 24 calendar month's notice in writing as aforesaid which may be given by either of the parties hereto to the other of them, and which last mentioned notice may be given at any time after the 1st day of February 1878.

It is of extreme importance to all classes in India, whether military, official, non-official, or mercantile, who have any relations with Europe, that in the new contract the terms for the

conveyance of the East India Mails should, particularly as regards speed, bear some seasonable comparison with the speed at which the mails are carried by ocean steamers in other parts of the world, and be such as from her large contribution to the subsidy, India is entitled to demand. It is clear that there is little likelihood of such terms being obtained so long as the Eastern Mail service is a monopoly of the P. and O. Company, and other Companies are prevented from competing for the contract.

It has always, we believe, been the policy of the P. and O. Company to impress upon Her Majesty's Government the expediency of inviting tenders only for the whole of the Eastern Mail service. By this plan, which unfortunately Government has hitherto adopted, all competition has been shut out, for no Company could, on short notice, be found to provide a sufficiently large fleet of vessels, with the requisite organization, for duly conducting so large a service. When the last contract expired in 1868, tenders on this plan were invited, and the consequence was that only two tenders were received, one from the P. & O. Company and the other from the Messageries Imperiales. It was considered impolitic to give the contract for the carriage of the Eastern Mails to a foreign Company, and the P. & O. Company therefore secured it on their own terms.

The terms for the conveyance of the East India Mails, that is to say, between Brindisi and Bombay, are of infinitely greater importance to India than the arrangements for the China and Japan Mails, and this Chamber thinks that it is in the highest degree desirable that the Brindisi and Bombay service should be a separate special Mail service, thrown open to competition. Many Companies would doubtless compete for it, and India would then secure the advantages of rapid Mail communication with the United Kingdom, of which she has hitherto been deprived. The Committee have therefore decided to urge upon Her Majesty's Postmaster General that the following should at least be the terms of any new contract for the carriage of the East India Mails between Brindisi and Bombay.

1. That the stipulated rate of speed at which the Mail Steamer shall be run between Brindisi and Alexandria shall be not less than 15

knots an hour, and between Suez and Bombay 13 knots an hour, and that the Mails shall be carried Overland through Egypt.

2. That every thing in the new contract shall be subsidiary and subordinate to the Mail service between Brindisi and Bombay, which shall be a special service, separate and apart from any other Mail service in the East.

3. That tenders be invited for this special service apart from any other Mail service in the East, so that India may reap the advantages of a fair competition.

4. That no contract for this special service shall be made for a longer period than five years, so that the country may not be deprived for great lengths of time, as hitherto, of the benefits resulting from the constant improvements which are being made in Steam Navigation.

And they desire me to express their hope that these terms will also receive the approval of your Chamber, and that you will co-operate with them in urging Her Majesty's Postmaster General to adopt them as the basis of the new contract.

The Chamber also proposes requesting the co-operation of the Chambers of Commerce of Manchester, Liverpool, Glasgow, Dundee, Belfast and Bristol, in urging Her Majesty's Government to adopt these terms and arrangements for the new East India Mail contract, and it would be very grateful to you if your Chamber would address a similar request to each of those Chambers.

It would above all be important to secure the co-operation of the Government of India. When the reply of the Postmaster General to this Chamber's representation dated 9th June 1874, on the subject of the Mail service between India and the United Kingdom was received, it was forwarded to the Chamber by the officiating Director General of the Post Office of India with his letter No. 3420 of the 2nd September 1874, of which the enclosed is a copy, and to para. 2 of which I am directed to invite your attention. From that letter we may infer that the Government of India will aid us in our efforts to obtain such terms for the new contract as the mercantile classes may reasonably desire.

I remain, &c.,

J. Gordon,
Secretary.

Calcutta, 2nd September 1874.

To the Secretary Chamber of Commerce,
Bombay.

Sir,—I have the honor to forward copy of a letter No. 389, dated 31st July, from the Secretary General Post Office, London, in answer to my communication forwarding the Chamber's representation dated the 9th June 1874, on the subject of the Mail service between India and the United Kingdom.

That it should be possible to revise a contract so important to this country, and to the maintenance of which it largely contributes, without reference to the Government of India or to local public opinion, is very much to be regretted, and I shall shortly address the Government on the subject: not in view to re-open what has already been settled, but with the object of preventing a recurrence of the anomaly, and to secure at least an expression of the wishes of the community of India before changes are made in the service through which its communications with Europe are maintained.

It will be seen that there is but small prospect of any acceleration in the land journey between Brindisi and London, except possibly at enhanced transit rates of payment, or in other words, an increase of postage. It would not be well I think, to press this suggestion any further.

I have, &c.,
E. R. Douglas,
for Offig. Director General of the Post Office of India.

Chamber of Commerce, Madras, 22nd December 1877.

To the Secretary H. M's Post Master General,
London.

Sir,—I have the honor, by desire of this Chamber, to beg you to inform Her Majesty's Post Master General that in the opinion of this Chamber the existing postal contract for the carriage of the Indian mails from and to England being susceptible of amendment, should be terminated in accordance with the stipulation in the contract agreement.

Bearing in mind the services so long and so efficiently rendered by the Peninsular and Oriental Steam Navigation

Company to India, this Chamber are prompted to make this suggestion by no prejudice against the present contractors. So far from this, this Chamber will be gratified to see that Company treated, when the new contract is under discussion, with the utmost consideration.

At the same time this Chamber cannot disguise from themselves that while the present contractors fulfil their obligations, as a rule, with laudable punctuality, the terms of the contract are not sufficiently favorable to India, since they require a rate of speed which as compared with the speed that obtains in other ocean mail services is far from satisfactory.

A suggestion has emanated from the Bombay Chamber of Commerce that the Brindisi and Bombay service should be a separate special mail service, and as such be thrown open to public competition. This suggestion is approved by the Chamber that I have the honor to represent. The Southampton mail route, except in the event of a war interrupting postal communications in Italy and France, is obsolete, and might probably be now safely dispensed with.

This Chamber are led to believe that in the recent additions to the P. and O. fleet the chief aim has been to provide commodious cargo-boats, and consequently that the new vessels are not as well adapted for a quick postal service as are some of the older vessels of the Company. It seems to this Chamber that Her Majesty's Government might require the use on the Brindisi to Bombay line of a type of vessel specially adapted for postal rather than for cargo purposes. The fall in the price of materials, and in the rate of wages, since the present contract was entered into by Her Majesty's Government should enable the new contractors to place a fleet of suitable vessels on the line on advantageous terms to themselves; and the decline in the cost of fuel, the greater economy in the consumption of fuel by engines of recent construction, and other circumstances should aid in enabling the contractors to conduct the service less expensively than has been possible hitherto.

This Chamber do not endorse the opinion of the Bombay Chamber that a speed of not less than 15 knots an hour should be required between Brindisi and Alexandria, and of 13 knots

between Suez and Bombay, for it seems to them doubtful whether any Company would care to bind themselves to these conditions unless they obtain a subsidy that would too severely tax the postal revenue of this country. But it seems to this Chamber reasonable to ask for an average speed of 12 knots an hour between Brindisi and Bombay.

It is unnecessary for me to refer, at present, to other subjects in connection with the contract, as this Chamber feel assured that the whole matter will have the advantage of the early and thorough consideration of Her Majesty's Government. But I may be permitted to express the hope of this Chamber that competition for the contract may not be checked by delay in the publication of advertisements for tenders. It is of much importance to commercial and other interests in this country that full advantage should be taken of the development of steam shipping since the Suez Canal was completed; but this cannot be done if sufficient time is not allowed for the construction and organisation of such a fleet of mail steamers as is required between Brindisi and Bombay. This Chamber would further suggest that advantage may result from the communication by Her Majesty's Post Master General of an outline of the new contract for the consideration of Indian and English Chamber of Commerce before tenders are invited.

I have, &c.,

J. JONES,
Chairman.

J.

OCEAN-SORTING OF THE INDIAN MAILS.

Chamber of Commerce, Madras, 15th March 1877.

TO THE DIRECTOR GENERAL OF POST OFFICES,
Calcutta.

SIR,—In a recent issue of the (London) *Times* attention was directed to a letter from a lady complaining of delay in the delivery of her letters from India. The delay having caused anxiety, the lady wrote to the General Post Office, and received

a reply, in which it was stated that, owing to the late arrival of the mail from India, it was found impossible to forward all the letters which it brought by the various despatches in which they would otherwise have been sent from the General Office. Regret was expressed for any inconvenience which might have resulted from the detention of the letter, but the delay, under the circumstances, was described as unavoidable.

The Chamber are informed, with reference to the above mentioned circumstance, that the officers of the Indian Marine Postal Department have no other occupation on the homeward voyage beyond sorting the comparatively few letters for the Continent, while on the return voyage they are fully employed from Suez to Bombay in sorting the outward Mail for India. I am desired, therefore, to enquire whether any objection exists to the utilisation of the services of the ocean-sorters for the homeward as well as the outward Indian Mails with a view to lessening the strain on St. Martin's-le-Grand.

I have, &c.,

P. MACFADYEN,

Chairman.

Calcutta, 29th March 1877.

TO THE CHAIRMAN CHAMBER OF COMMERCE,

Madras.

SIR,—I have the honor to acknowledge the receipt of your letter of the 15th March 1877, and in reply to state that it has been found to be practically impossible for the postal establishments of one country to sort in detail for the postal service of another, especially when a great distance intervenes. Local knowledge of the postal service of the country of destination is necessary for efficient sorting, and an establishment working at a distance from the country of destination cannot be promptly informed of the constant changes which take place in the postal service resulting from changes in the train service and other causes.

It is owing to these causes, I believe, that the British Post Office has never asked for the services of Marine Post Office establishment working between Bombay and Suez: and it is

owing to the same causes that sorting performed in the London Post Office on behalf of India has never been found to be reliable.

I may mention that arrangements have just been made for limiting the Marine Postal service to the line between Aden and Bombay. This will come into force in July next.

I have, &c.,

E. R. DOUGLAS,

for Director General of the Post Office of India.

K.

THE MADRAS HARBOUR.

Proceedings of the Madras Government, Public Works Department, 16th March 1877.

Read the following endorsement of the Secretary to Government, Revenue Department, dated Fort St. George, 7th March 1877 :—

Proceedings of the Board of Revenue, dated 22nd February1877.

Read the following letter from J. HUNTER-BLAIR, Esq., Collector of Sea Customs, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Madras, 27th January 1877 :—

I have the honor to forward, for the consideration and remarks of the Board of Revenue, in order that it may be transmitted to Government, a report on the harbour and the present state of the trade of Madras.

There appears to be an impression among some of the members of the trading community of Madras and the general public that the harbour when finished will have the effect of considerably increasing the transit charges on all classes of goods. I think that, if possible, such an impression should be removed, and as I am, I think, in a position to do so, I beg to submit the following remarks on the subject.

I do not presume to offer any opinion on the point as to whether the harbour will be a success or not, or how long

a time will elapse before it is silted up, if ever, but it seems to me very unfair now to say the harbour will not be one of refuge. It was not intended, or proposed, to be a harbour of refuge by its projector, Mr. Parkes, and all who have studied the history of cyclones know that the greatest damage ever done to vessels by a cyclone was in the narrow Hoogly river in 1864. How then can any harbour in the tropics protect vessels from the effects of a cyclone?

In the autumn of 1873 Mr. Parkes paid his first visit to Madras. He was in constant communication with me on the subjects of the quantity of goods, &c., landed and shipped, and the trade of the port, and the results of my inquiries were communicated to him. They were, shortly, that about 240,000 tons might be calculated on as being shipped and landed annually without including timber, machinery, horses, ice, palmyras, cocoanuts, chanks, passengers, emigrants, and persons connected with shipping. I also told Mr. Parkes that these sundry items would raise the total considerably, and that he might fairly calculate on an annual tonnage of at least 275,000 tons. Mr. Parkes returned to England, and shortly afterwards the Acting Collector of Sea Customs, Mr. Webster, sent in his report (dated 30th March 1874) to the Board of Revenue, of which I was then an Acting Member.

The Acting Collector's estimates, forwarded on the returns I had ordered to be prepared, were considerably lower than I had expected, and only amounted to 199,514 tons. I therefore supposed I must have been mistaken in my rough calculations, and that his were correct. The papers were sent up by the Board to Government, and finally to the Secretary of State. In March 1875, after the harbour had been sanctioned, Mr. Parkes returned to Madras, and then informed me he had discovered several errors and omissions in Mr. Webster's returns, which, with the help of my memoranda, he had corrected in a letter from himself to the Secretary of State. After reading the letter, and going through all the papers again, I entirely agreed with the statements made therein.

In paragraph 10 of Mr. Parkes' letter to the Secretary of State he says that my return of 239,822 tons did not include

timber, machinery, and other goods landed on rafts, horses, ice, palmyras, cocoanuts, and other sundries, also the large item of passengers, ships' officers and crews, workmen, lascars, emigrants, &c. Taking timber at 15,000 tons—Mr. Parkes' estimate, which I consider low—machinery, rafts, horses, ice, palmyras, cocoanuts, &c., at 6,500 tons, there is an additional tonnage of 21,500 tons.

Next comes an item, which I had under-estimated. I only allowed for 689 large boats at 16 tons, whereas I should have calculated for 1,993 boats at 12½ tons. This item makes a difference of 13,888 tons.

Para. 15 of Mr. Webster's Report above referred to—

Trips by large boats in 1872...	1,912
Do. do in 1873...	2,075
	2) 3,987
Average...	1993½

Lastly, comes passengers and ship traffic such as ships' officers, dubashes, workmen, lascars, emigrants, &c. Considering that in the years 1874-75 and 1875-76 an average of 879 vessels of 560,637 tons entered the port, and that about half were steamers of very large size, I do not think that I am over-estimating the number of boat trips made at 14,000 per annum. These 14,000 trips I calculate as only an addition of 14,000 tons at one ton per trip, though other trips are calculated at two tons. The total amount would, therefore, be as follows :—

Original return	239,882
Timber	15,000
Other goods	6,500
Large boats under-estimated	13,888
Passengers, &c.	14,000
Total...	289,270

Paragraphs 11 to 18 of Mr. Parkes' letter satisfactorily prove that, when the omissions and errors in Mr. Webster's returns are corrected, his estimates and mine are almost the same.

The correctness of my estimates is further corroborated by returns for 1874, 1875, and 1876, which have been lately drawn up under my instructions in the same form as that given in paragraph 15 of Mr. Webster's letter;

the whole of which form is here recopied and added to for reference—

1869.	Trips.		Tons.	Tons.	
Masulah boats to beach	...144,419	×	2	= 288,838	
Do to pier	... 1,037	×	2	= 2,074	293,638
Large boats	... 188	×	14½	= 2,726	
1870.					
Masulah boats to beach	...108,267	×	2	= 216,534	
Do to pier	... 7,640	×	2	= 15,280	269,064
Large boats	... 2,569	×	14½	= 37,250	
1871.					
Masulah boats to beach	... 88,362	×	2	= 176,724	
Do to pier	... 11,419	×	2	= 22,838	252,732
Large boats	... 4,090	×	13	= 53,170	
1872.					
Masulah boats to beach	...104,165	×	2	= 208,330	
Do to pier	... 1,783	×	2	= 3,566	236,752
Large boats	... 1,912	×	13	= 24,856	
1873.					
Masulah boats to beach	... 98,507	×	2	= 197,014	
Do to pier	... 2,658	×	2	= 5,316	227,230
Large boats	... 2,075	×	12	= 24,900	
1874.					
Masulah boats to beach	... 89,251	×	2	= 178,502	
Do to pier	... 4,908	×	2	= 9,816	254,954
Large boats	... 5,553	×	12	= 66,636	
1875.					
Masulah boats to beach	... 83,712	×	2	= 167,424	
Do to pier	... 4,152	×	2	= 8,304	255,960
Large boats	... 6,686	×	12	= 80,232	
1876.					
Masulah boats to beach	...142,525	×	2	= 285,050	
Do to pier	... 2,379	×	2	= 4,758	421,124
Large boats	... 10,943	×	12	= 131,316	
The first half of 1876				= 142,538 tons.	
The second do.				= 278,586 tons.	

It will be observed that from 1869 to 1873 there was apparently a decrease in the tonnage of goods landed and shipped, but Return A shows that the value of merchandize during the latter part of the same period from 1870-71 to 1873-74, increased from Rupees 6,59,86,541 to Rupees 7,17,91,625.

The tonnage of goods landed, calculated in the same form as Mr. Webster's, increased from 227,230 in 1873
to 254,954 in 1874
and 255,960 in 1875
and calculating on only the first half of 1876, it amounts to no

less than 285,076. I do not include the tonnage of the latter half of 1876 in this comparison, as it amounts to 278,586, in consequence of the enormous amount of grain traffic caused by the famine.

From the amounts of 254,954, 255,960, and 285,076 respectively must be deducted 7½ per cent. for dead weight and empty trips. The figures then stand at 236,257 for 1874, 237,190 for 1875, and 264,170 for 1876. To these must be added, to make the calculation correspond with those referred to in Mr. Parkes' letter, the items noted in this letter, timber, other goods, and passengers, amounting to 35,500 tons, which will raise the respective totals to 271,757 in 1874, 272,690 in 1875, and 299,670 in 1876.

These figures and the increase in the value of merchandise in 1875-76 to Rupees 7,96,56,295 prove most clearly that the trade of the port is steadily increasing, that there must have been some error in Mr. Webster's return showing a steady decrease from 1869 to 1873 inclusive, that my rough estimate of 275,000 tons in 1873 was a fair one, and that now the total quantity of goods, landed and shipped, is about 300,000 tons, with a steady upward tendency.

There will be a saving of at least 1 Rupee per ton on the charges for landing and shipping goods inside the harbour after it is finished, compared with the regulation rates charged by Masulah and cargo boats. Practically speaking regulation rates are not actual rates. Masulah boats are hardly, if ever, procurable for the regulation rate of Rupees 2-15-0, and in times of pressure double rate or more is willingly paid by Agents for unloading and loading steamers. The extra boat-hire, taking it at only 2 Rupees per boat-load, paid for landing grain since October 1876, and what will be paid before all the grain required during the next eight months is landed, will amount to a sum sufficient to have paid the annual charges on account of the harbour after its completion for at least three years.

For argument's sake, however, I will only calculate the saving at 1 Rupee per ton; and supposing that the tonnage amounts to only what it does now, 300,000 per annum, it will produce Rupees 3,00,000 or £30,000. The amount re-

quired for interest on outlay and sinking fund (not working expenses) is £36,000. The amount to be raised by increased port dues or other means will, therefore, be £6,000. A charge of only 2 Annas per ton on all vessels entering the port, supposing the tonnage thereof to be only 590,000 tons, the amount of tonnage, which paid port dues during the official year 1875-76, would produce £7,375 rather more than the sum required.

My own opinion is that all the £36,000 should be collected by a tax on the tonnage of goods landed and shipped. If a charge of Rupees 1-3-0 per ton had been made during the year 1876 on the 299,670 tons landed, taking as already shown the rate given by the first half of the year only, almost the whole amount of £36,000 would have been collected.

It should be remembered that one-fourth of the £36,000 required annually is to be credited to a sinking fund in order to pay off the capital expended. Actually one-third can be devoted to this object, as Government can borrow money at 4 per cent., and £36,000 represents more that 6 per cent. on £565,000, the estimated cost of the harbour. The charge for interest will also annually decrease; in twenty-six years the whole capital expended will be paid off, and the harbour be free from any charge whatsoever.

(Enclosure No. 1.)

Statement A.—Merchandize—Value—Imported and Exported, exclusive of Treasure.

Official Years.	Imports.	Exports.	Total.
	RS.	RS.	RS.
1870-71...	3,95,17,757	2,64,68,784	6,59,86,541
1871-72...	3,65,07,069	3,39,25,020	7,04,32,089
1872-73...	3,77,49,745	2,99,77,003	6,77,26,748
1873-74...	3,91,89,243	3,26,02,382	7,17,91,625
1874-75...	3,96,50,242	2,93,18,197	6,89,68,439
1875-76...	4,47,26,548	3,49,29,747	7,96,56,295

J. HUNTER-BLAIR,
Collector Sea Customs.

Madras, 27th January 1877.

(Enclosure No. 2.)

From W. PARKES, Esq., C. E., to the Under Secretary of State, India Office, dated 23, Abingdon Street, 18th August 1874.

Having understood that the reports of the Acting Collector of Sea Customs and the Board of Revenue at Madras on the probable revenue to be derived from a harbour at that place are not considered to confirm the estimate which I put forward in my report on the subject, I would beg to submit some explanation which I think will tend to remove that unfavorable impression.

I will first re-state my estimate as given in paragraphs 38 and 39 of my report.

I believe that, in assuming the "saving in landing and shipping operations and other consequent expenses" *at a rupee per ton of* "goods," I am under the mark; but, assuming this figure, and applying it to the lowest estimate given of the number of tons landed and shipped last year, viz., 275,000, we may rely on a revenue derived from savings only of £27,500. This would pay interest at 4 per cent. on £611,000 and at 5 per cent. on £550,000.

A harbour made according to the accompanying plan would cost £565,000, including 10 per cent. for contingencies and 5 per cent. for superintendence, and therefore seems to be within the revenues of the trade of the port.

This conclusion is based on three assumptions, viz :—

1*st.*—275,000 tons to be annually landed and shipped.

2*nd.*—A saving of a rupee per ton in the process.

3*rd.*—That the cost of the works will be £565,000.

The third of these has not, I believe, been called in question, and it has been substantially confirmed by Colonels Walker and Farewell. The first I give on the authority of Mr. Hunter-Blair, the Collector of Sea Customs, and this I shall presently compare with the estimate of his successor, Mr. Webster, now under consideration. On the second I would now submit a few remarks.

The table of the comparative cost of landing and shipping at Madras and at Kurrachee is simply intended to show that a

considerable saving may be expected from the construction of a harbour; but it is not possible to deduce from it with exactness what the amount of saving will be. Much depends on the relative quantities of the different classes of goods and on various local circumstances. It may perhaps be taken approximately at 12 Annas on an average of all goods; but in addition to this, credit may be taken for saving in detention of ships and damage to cargoes which fully justifies the assumption of a rupee per ton as a round sum. I did not enter into the question of whether the charge should be made on the ship or the cargo, but I may state that it is my opinion, looking at the nature of the advantage which the harbour will afford, that the larger portion of the charge should be laid on the cargo, and that the nearer the harbour is to being a free one for ships to enter the better for the trade.

Such being my estimate, I will now pass to those which have been made since I presented my report. The first contribution to the question is contained in a Government Order, dated 4th December 1873, which states that, for the purpose of providing for the interest and working fund on the loan which would be raised for the construction of the work, it would be necessary that a round sum of at least £36,000 should be obtained. Here it will be seen that the amount of revenue required from the trade of the port is at once raised from £27,500 to £36,000.

On my enquiring what was the object of the *working* fund spoken of, I was informed that the word was a misprint for *sinking* fund, and (speaking from recollection as to the exact proportion) that the amount was arrived at by taking a capital sum of £600,000, and calculating interest at 4½ per cent., £27,000. The mistake was corrected in the copy of the order handed to me, but it appears it was not in those forwarded to the Board of Revenue, the Custom House, and the Chamber of Commerce, for the item is spoken of in the reports from those departments as working fund or up-keep or working expenses (in paragraphs 1 and 4 of Mr. Webster's report of 27th January, paragraph 2 of Mr. Grose's Minute, paragraph 1 of Mr. Macfadyen's letter of 24th February, and paragraph 1 of Mr. Grose's second Minute.)

In the despatch to the Government of India however it is spoken of clearly as a sinking fund.

Now it is not within my department to discuss the question of whether it is good policy to charge the trade with sinking fund in addition to interest on the loan, but I may call attention to the fact that this mistake of three letters appears to have been the means of preventing the question coming before those whose duty it would have been to discuss it.

With regard to the supposed "working fund" or "upkeep" I may say that there is not the slightest occasion for making any provision for such a fund. There will be no expense in the maintenance of the harbour works unless caused by accidents which it is impossible to foresee either as to their nature or extent, and the expense of the ordinary port establishment will probably be less rather than more than they are at present.

I now proceed to the report of Mr. Webster, the Acting Collector of Sea Customs, whose estimates were made for the purpose of checking and supplementing those which I had received from his predecessor, Mr. Hunter-Blair. Mr. Webster most truly says in his second report that the question of the best method of raising a revenue does not press for an early decision; admitting this I shall pass over the parts of his reports which treat of this question, and confine myself to the matters of fact which he brings forward.

I should explain that it is a most difficult matter to estimate the amount of trade at Madras in tons. There are no records in that form, the goods being enumerated in numbers of parcels, cases, bales, &c., and even yards of cotton twist or piece-goods. Mr. Hunter-Blair took the greatest pains to arrive at an estimate, and he found that the most trustworthy result was to be obtained by taking the number of boat trips, and with certain corrections supposing each boat to carry two tons, but even this was a work of difficulty. The majority of the boats are under the control of the Marine Police, but not all; and some goods do not pass through either the Police or the Custom House. Mr. Blair was indefatigable in his researches, and I could easily see that only a person most thoroughly conversant with all the intricacies of the trade of

Madras could hope to get any result. After weeks of labor, Mr. Blair gave me a return of 239,822 tons as calculated from boat trips, which however, does not include timber, machinery, and large articles landed on rafts, horses and passengers. These and other items, of which he had not up to the time of my leaving Madras obtained the details, Mr. Blair assured me, would raise the total to at least 275,000, and he thought more.

Mr. Blair temporarily left the Custom House shortly after I left Madras, but the matter was taken up by his successor with the result I shall now present. Mr. Webster with, I am sure, great labor reduced the quantities as given in the ordinary Customs House returns to tons, and obtained the result that the aggregate of a portion of the exports and imports of the articles so reduced was 203,625 tons. This, however, is exclusive of timber, palmyra, cocoanuts, and chanks, of which the weight is not given, though the quantity is evidently considerable. Mr. Webster further states that his return does not include Railway materials. I am able to supply this omission by a return I received from the Railway authorities. It is 15,590 tons, raising Mr. Webster's total to 219,215 tons.

Then there is another item to which Mr. Webster does not allude, but which, I think, cannot be included in his estimate, based as it is on Custom House records only, viz., Government stores. These pass through the Master Attendant's Department. The amount is 10,584 tons, making the former 229,799 tons. This is, I think, a sufficiently near approximation to Mr. Hunter-Blair's 239,822 tons, considering that it is arrived at by a totally different process.

Mr. Webster, however, has made an estimate for the last five calendar years by the same process as that adopted by Mr. Blair for the official year 1872-73, viz., the number of boat trips. The following is a comparison of Mr. Webster's return of the two complete years 1872 and 1873, and Mr. Blair of the official year 1872-73 for small boats only:—

Mr. Webster..	1872	105,948 Trips.	
	1873	101,165 „	
			207,113
		Average...	103,056

Mr. Blair (1872-73) 114,399, but Mr. Blair's return includes the Railway and Government stores before alluded to which were conveyed in 7,795 and 529 boats, respectively, which, if added to Mr. Webster's return, will raise it to 116,142 trips, and thus leave the two returns very consistent with one another.

Besides these Masulah boats there are a number of large boats plying to the pier. Mr. Blair gives 639 trips for the one year at 16 tons each. Mr. Webster 3,987 for two years, or an average of 1,993 trips, which he estimates at $12\frac{1}{2}$ tons each. It would appear from this that some further records of these boats had been found after Mr. Blair's departure.

Mr. Webster gives on the average gross tonnage (without the reduction of 14 per cent.) for 1872-73, 231,992. If to this be added the Railway and Government stores 13,086 trips or 26,172 tons, we obtain 258,164 tons as compared with the 239,882 obtained by Mr. Blair.

But from the total thus obtained, Mr. Webster makes a deduction for empty boats and boats carrying only $1\frac{1}{2}$ tons dead weight. In the absence of any means of the question, I am willing to admit the principle as applied to Mr. Webster's estimate, though not to Mr. Blair's, as the latter I clearly remember made the allowance in some indirect way. But while admitting the principle, I demur to the mode in which Mr. Webster has applied it in calculating the deduction for "dead weight.*" Mr. Webster says on a rough estimate about 10 per cent. of the trade of the port may be classed as "dead weight.*" If this be so, and $1\frac{1}{2}$ tons "dead weight" is by the boat calculation equivalent to 2 tons measurement, the deduction to be made is $3\frac{3}{4}$ per cent., and not 10 per cent.

* It is difficult to see why a rough estimate need have been made in this case, the return in enclosures 2 and 3 compared with the regulations in force in 1872-73 (when coal was carried in loads of 2 tons) would give 11,392 tons out of 203,625 tons as dead weight, being rather over 5 per cent., but possibly some of the unknown contents may also be "dead weight."

Taking then $7\frac{1}{2}$ per cent. (4 per cent. for empty trips and $3\frac{1}{2}$ for "dead weight") as the deduction to be made from the 258,164 tons given above, we obtain (258,164—18,932) 239,232 as a net result, Mr. Blair's being 239,822.

It may be convenient if I repeat that this result of 239,232 tons, which I submit should be substituted for 199,514 given in paragraph 17 of Mr. Webster's second report, is obtained by adding to the latter—

1*st.*—The amount of Railway stores, 15,590 tons, of which the return is acknowledged in paragraph 3 of the first report not to have been received, and is never afterwards alluded to.

2*nd.*—The amount of Government stores, 10,584 tons, which is never alluded to at all, but which, by a comparison of the total number of boat trips given by Mr. Webster and Mr. Blair shows, cannot be included in the return made by the former gentleman.

3*rd.*—The difference between 10 per cent. assumed by Mr. Webster to be the whole dead weight cargo landed and shipped, and which is deducted in its entirety by him from the amount obtained by assuming 2 tons as a boat load and one-third of that percentage which is the true amount to be deducted. It will be observed that the above are matters of fact, and that when matters of estimate or "give and take" enter into the question, I have adopted Mr. Webster's conclusions.

It must be remembered that neither Mr. Webster's calculations with the corrections I have applied, nor Mr. Hunter-Blair's calculation from boat trips, includes the important items of timber and other materials which are conveyed on rafts. No data are given for estimating the quantity of these, but I am informed that they will probably amount to from 15,000 to 20,000 tons. This added to the 240,000 in round numbers arrived at above will leave no very serious difference between the total and Mr. Hunter-Blair's total estimate of 275,000. Such difference as these may more probably be attributed to further omissions in Mr. Webster's data which I do not happen to have the means of supplying than to an over-estimate on the part of an officer so experienced in the trading operations at Madras as Mr. Hunter-Blair.

Submitted for the information of Government.

In this letter Mr. Hunter-Blair explains at length the calculations by which he arrived at 275,000 as the average

annual tonnage of goods landed and shipped, which might be relied upon in estimating the revenue to be derived from a tax on the weight of goods to meet the sum required for interest and sinking fund in connection with the new harbour; the difference between his figure and Mr. Webster's estimate framed when he was acting as Collector of Sea Customs in 1874, viz., 199,514 tons, is satisfactorily accounted for, and Mr. Hunter-Blair further shows that, owing to the expansion of trade, 300,000 tons may fairly be taken as the quantity of goods landed and shipped with reference to the traffic of last year.

Assuming that at least one rupee a ton will be saved on the charges for landing and shipping after the completion of the harbour, a sum of £30,000 can be raised towards the £36,000 required to meet the interest on the capital outlay £565,000 and provide a sinking fund without the imposition of any additional charge on the trade of the port, and an impost of Rupees 1-3-0 per ton will suffice to raise the whole sum required. Mr. Hunter-Blair prefers this method of providing the requisite funds to any increase of port dues, but, in the event of its being decided to adopt the latter plan, an enhancement of two annas per ton, taking the tonnage which paid port dues in 1875-76, will be ample. The capital outlay, £565,000, will be repaid in 26 years with interest at 4 per cent. per annum by devoting a sum of £36,000 annually to the liquidation of the debt.

Mr. Parkes appears to have fallen into an error at paragraph 16 in calculating the deduction for "dead weight" at $3\frac{1}{3}$ per cent. on the total trade of the port. The deduction to be made is one-fourth of 10 per cent. of the traffic, or $2\frac{1}{2}$ per cent. on the whole. The correction, however, will render the results still more favorable for the purpose of his argument.

C. A. GALTON,
Sub-Secretary.

Transferred to the Public Works Department.

D. F. CARMICHAEL,
Secretary to Government, R. D.

ORDER THEREON, 16th March 1877, No. 889.

Ordered to be recorded and forwarded for the information

of the Government of India in continuation of the papers recorded with G. O. No. 1,271, dated 11th May 1874.

W. T. F. FAREWELL, Colonel,
Acting Joint Secy. to Govt. P.W.D.

L.

PORT DUES ON STEAMERS.

Proceedings of the Madras Government, Marine Department, 17th November 1877.

Read the following papers:—

From Messrs. GORDON, WOODROFFE and Co., to the Chief Secretary to Government, dated Madras, 9th February 1877.

We have the honor to submit the papers noted in the margin for the consideration of Government.

Letter to Master Attendant, 15th December 1876.
Bill enclosed.
Copy opinion of local Advocate-General.

You will observe from them that we claim a refund of what we cannot but regard as excessive port dues levied on steamers coming direct from Calcutta with grain.

The Master Attendant has declared our claim inadmissible under the opinion of the local Advocate-General.

With that opinion we are quite unable to agree, putting, as we respectfully maintain it does, a construction upon the sections of the Ports Act relating to coasting vessels which is totally at variance with the object manifestly in view when these sections were framed, namely, to relieve vessels of excessive dues, and encourage the coasting trade.

It may be that legally under the sections as they stand the rate for calling at all the ports in a group can be charged on a vessel coming to one port only. But we hardly think the Government will concur in such a course being followed, and we therefore venture to lay the matter before them.

Moreover, it seems to us extremely unlikely that at such a time as this Government will insist on vessels coming from Calcutta with grain paying higher port dues than vessels

from England or any other foreign port either with grain or general cargoes.

We have intimated that we have paid the dues imposed on the above steamers and all others consigned to us similarly under protest, and we hope to learn that you have instructed the Master Attendant to make a refund to us of the difference between 3 Annas and 4½ Annas per ton.

(Enclosure No. 1.)

OPINION.

I am of opinion that the expression "coasting vessel" in the last paragraph of the 4th column of the Madras Schedule to the Ports Act, 1875, includes steamers, and corresponds to the expression "steamer engaged in the coasting trade" in Column 3. Consequently, if a steamer enters any port of the Eastern Group for the purpose of discharging cargo exclusively from, or taking in cargo exclusively for, a port in India or Ceylon, it ought (in my opinion), whatever may have been its previous employment or ultimate destination, to pay the rate authorized in Column 3 for "steamers engaged in the coasting trade," and, having paid this, it would fall within the exemption provided in (a) in Column 4. The procedure, accordingly described by the Master Attendant as having been hitherto adopted, appears to be correct; it must be observed, however, that a vessel arriving in ballast and not carrying passengers is partially exempted under Section 56.

With regard to paragraph 5 of the Master Attendant's letter, the dues are directed to be "levied on vessels entering the port." I presume that on the report directed by Section 49 to be made by the Master to the Conservator, the Collector or his subordinate, under Section 48, would proceed to make the investigation directed in Section 51, and ascertain what in other respects was the character of the vessel. He would then proceed to collect what appeared to be due, and Sections 52 and 53 would be properly applied to enforce payment. The port dues would vary according to whether the steamer loaded a cargo or not, and also whether she constituted herself a "coasting steamer" by loading a cargo exclusively for an Indian or Cingalese port. The amount could not be fixed till these points were known, and the vessel's port clearance would be properly refused under Section 53 till the amount was paid.

H. S. CUNNINGHAM,
Advocate-General.

True copy forwarded to Messrs. GORDON, WOODROFFE and Co. with reference to their Memorandum dated 20th December 1876.

T. E. MARSHALL,
Madras, 22nd December 1876. *First Asst. Master Attendant.*

Referred to the Master Attendant for report.

W. HUDLESTON,
Fort St. George, 12th February 1877. *Chief Secretary.*

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 17th February 1877, No. 1,234.

In returning the papers marginally noted, I have the honor to observe that Messrs. Gordon, Woodroffe and Co. base their claim for a refund of certain port dues paid by them on steamers from Calcutta with grain on two grounds—first, that their reading of the Act on this point differs from that of the Advocate-General, and, secondly, that during the present crisis vessels laden with grain should not be called upon to pay a higher rate of port dues than vessels from London with a general cargo.

Letter from Messrs. Gordon, Woodroffe and Co., to the Chief Secretary to Government, Fort St. George, dated 9th February 1877, and enclosures.

With regard to the first point, I would observe that I have all along quite concurred with the reading of the Act as laid down in the Advocate-General's opinion as to the rate of port dues to be charged on vessels taking in or discharging any cargo exclusively to or from any port in the Continent of India or the Island of Ceylon. Vessels classified under this head have the privilege of entering all the port in any one group free of dues, and, if the requirements of the present grain traffic do not permit of their availing themselves of the privilege, I am unable to see that Messrs. Gordon, Woodroffe and Co., have any cause for complaint.

Referring, next, to the special reason advanced by them for exempting steam vessels employed in the coasting trade from the higher rate of dues, I would remark that a large number of these vessels employed in the Suez Canal trade have thrown it up to obtain employment in the local grain trade, simply because it is highly remunerative as compared with the home trade and the payment of the heavy Canal dues is avoided. Freights are regulated according to the exigencies of trade, and the cost liable to be paid by the ship-owner in the shape of port dues, light dues, or pilotage; and the owners of the vessels employed in the rice trade have, without doubt, made the necessary calculations before taking up employment, which, under present circumstances, has been yielding them a rich harvest, the

freight earned on a voyage of no greater duration than perhaps a fortnight or three weeks frequently amounting to 60,000 or 70,000 Rupees. Moreover, I would call attention to the recent notification of Government wherein they liberally exempt vessels landing food-grain at any of the southern ports from the payment of ports dues, and ship-owners or consignees wishing to avoid expense have the option of carrying their trade to the ports south of Madras.

Finally, I would most respectfully deprecate any reduction of port dues generally at Madras, or any concession in this respect to rice vessels in particular, not only for the reasons above stated, but for more obvious ones of a local nature.

Chamber of Commerce, Madras, 20th February 1877.

To THE CHIEF SECRETARY TO GOVERNMENT,
Fort St. George.

SIR,—The Chamber desire me to call your attention to an opinion given by the Hon. H. S. Cunningham, Advocate-General, under which the Master Attendant declares all steamers passing from one Indian port to Madras to be "coasting steamers," whether they wish to call along the coast or not, and levies port dues of 4½ Annas instead of 3 Annas per ton, which they pay if they come from any port out of India. At present all steamers coming from Calcutta pay 4½ Annas per ton, a rate which, the Chamber believe, could hardly have been contemplated by the framers of the Indian Ports Act. As such a rate is calculated to be prejudicial to the business of the port, the Chamber request that the Madras Government would be so good as to refer to the Supreme Government with the view of determining whether the opinion of the local Advocate-General as to the meaning of the Act is a correct one.

I have, &c.,
P. MACFADYEN,
Chairman.

ORDER THEREON, 17th November 1877, No. 630.

It seems to the Governor in Council quite clear, from the report of the Select Committee and the Proceedings of the

Legislative Council, that the levy of port dues, at the rate of 4½ Annas per ton, on steamers entering any port in either the Eastern or Western Group, for the purpose of discharging cargo exclusively from, or taking cargo exclusively for, a port in India or Ceylon, is in exact accordance with the intentions of the Legislature, and that the opinion given by the Advocate-General is perfectly correct.

Under these circumstances, and having regard to the several facts brought to notice in paragraphs 2 to 4 of the Master Attendant's letter read above, the Governor in Council sees no reason for authorizing any reduction in the rate of port dues lawfully leviable on steamers coming from Calcutta to Madras direct with grain cargo, or for making any reference on the subject to the Government of India.

D. F. CARMICHAEL,
Chief Secretary.

M.

PORT RULES FOR THE ANCHORAGE OF VESSELS.

Proceedings of the Madras Government, Marine Department, 1st February 1877.

Ordered that the following draft Notification based on suggestions by the Master Attendant and proposed to be published in the *Fort St. George Gazette*, under Clause 1, Section 42 of the Indian Ports Act XII of 1875, be referred to the Chamber of Commerce for their remarks.

NOTIFICATION.

In the exercise of the powers vested in him by Section 7 of "the Indian Ports Act, 1875," His Grace the Governor in Council is pleased to prescribe the following Rules under Clause *b* of that Section for the guidance of Masters or other persons in charge of vessels entering the Port of Madras.

Every vessel entering the Port of Madras, whether propelled by sails, or by steam, other than vessels commonly known as Dhonies, shall, in taking up a berth, anchor in not less than six and a quarter fathoms of water; that is to say, the stern of the vessel shall not be in less water than six and a quarter fathoms, when swung in shore.

Provided, always, that during seasons of foul weather—that is, from the 15th of April to the 15th of June, and from the 1st of October to the 31st December, no vessel which is not propelled by steam shall

anchor in less water than nine fathoms. Every such vessel shall, during such seasons, lie at anchor with top-gallant masts struck.

Vessels entering the said Port with a consignment of horses on board, shall anchor in not less than seven fathoms of water, with the Madras Light House bearing west to west by south. No vessel shall anchor to the Southward of the former bearing.

Under Clause 2, Section 42, and Section 67 of the Act above referred to, Masters or other persons in charge of vessels disobeying any of the foregoing Rules will, on conviction before a Magistrate, be liable to a fine not exceeding one hundred Rupees for every such offence, and also to the payment of the costs of such conviction.

W. HUDLESTON,
Chief Secretary.

Chamber of Commerce, Madras, 19th February 1877.

TO THE CHIEF SECRETARY TO GOVERNMENT,
Fort St. George.

SIR,—The Chamber are indebted to Government for affording the members an opportunity of offering an opinion on the draft Notification for the anchorage of vessels, and I am glad to be in a position to say that the proposed rules seem to the Chamber well calculated to contribute to the security of the shipping.

I am further to add that, in order to assist Masters of vessels in finding suitable anchorage, it would be expedient to allow the Marine Department to send off persons to indicate available berths, provided that this be done without the acceptance by the Department of any responsibility for accident. A good deal of inconvenience was experienced by the P. and O. Steamer *Australia* on Wednesday last in finding a fitting anchorage near the Pier among the crowd of vessels in our roadstead. Such inconvenience, not to speak of the recent peril of the *Duke of Sutherland*, s. s., would, in all probability, be obviated by the adoption of a practice of promptly acquainting Captains of in-coming vessels with the localities that are open to them.

I have, &c.,
P. MACFADYEN,
Chairman.

ORDER THEREON, 23rd February 1877, No. 140.

The Governor in Council sanctions the rules embodied in the draft Notification recorded in the aforesaid Proceedings, and direct that they be published in the *Fort St. George Gazette* under Clause 1, Section 42, of the Indian Ports Act XII of 1875.

The Master Attendant will be requested to report on the suggestion in paragraph 2 of the letter from the Chairman of the Chamber of Commerce.

W. HUDLESTON,
Chief Secretary.

Madras, Marine Office, 20th February 1877.

TO THE CHIEF SECRETARY TO GOVERNMENT,
Fort Saint George.

SIR,—With reference to para 2 of G. O. No. 140, of date 23rd February 1877, I have the honor to state, for the information of His Grace the Governor in Council, that I have licensed three European seafaring men, who are also boat-owners, to proceed to ships in the offing, in order to point out to Masters of ships such berths as may be available under the rules, on payment of a fee of (10) ten Rupees, inclusive of boat hire. I beg to annex below a copy of the license.

I have, &c.,
J. H. TAYLOR,
Master Attendant.

The bearer hereof.....is hereby authorized to proceed to vessels in the offing, and inform Commanders and others in charge of such vessels of any vacant berths in the Madras Roadstead.

Commanders and others, availing themselves of such information, will do so at their own risk and on their own responsibility, and they are hereby required to pay the bearer hereof a fee of (10) ten Rupees, inclusive of boat hire, in acknowledgment of his services.

True copy forwarded to the Chairman of the Chamber of Commerce for his information.

J. H. TAYLOR,
Master Attendant.

N.

PRODUCTION OF SHIPPING PERMITS BY NATIVE SHIPPERS.

Sea Custom House, Madras, 19th January 1877.

To THE CHAIRMAN CHAMBER OF COMMERCE,
Madras.

SIR,—It is proposed by Messrs. Arbuthnot & Co. that the Custom House should compel native shippers of goods to produce Shipping Permits from Agents of vessels, before passing goods for export, and that in these cases Boat Notes for shipment should be granted by the Custom House, only for the quantity specified in the shipping orders of the Agents.

Messrs. Arbuthnot & Co. make this proposal, with a view to obviate the inconvenience now experienced by them, as Agents of vessels, owing to the irregularities of native shippers, in overshipping the cargo allotted to them.

I beg to be favored with the opinion of the Chamber on the proposal. Of course any such rule must apply to all shippers.

I have, &c.,
J. HUNTER-BLAIR,
Collector of Sea Customs.

Chamber of Commerce, Madras, 20th February 1877.

To THE COLLECTOR OF SEA CUSTOMS,
Madras.

SIR,—Your letter of the 19th ultimo having been submitted to the Members of the Chamber, I am desired to state that the Chamber are not prepared to adopt the proposal of Messrs. Arbuthnot & Co. that, with the view of obviating the inconveniences of overshipping, the Custom House should compel native shippers of goods to produce Shipping Permits from Agents of vessels before passing goods for export.

I have, &c.,
P. MACFADYEN,
Chairman.

O.

CUSTOM HOUSE RULES AS TO LANDING CARGO.

Chamber of Commerce, Madras, 27th January 1877.

To THE COLLECTOR OF SEA CUSTOMS,
Madras.

SIR,—I am directed by the Chamber to bring the following circumstances to your notice.

On the 4th ultimo the traffic on the Pier was temporarily stopped by the Master Attendant to permit of Lady Anna Gore Langton's departure by the P. and O Steamer. In consequence of this stoppage, a number of cargo boats which arrived along side the Pier early in the day did not discharge till late at night. Among these were some boats with cargo from the steamer *Chyebassa*, and the Chamber are informed by Messrs. Binny and Co. that, without any enquiry into the exceptional circumstances under which they landed their cargo, you fined the Commander of the steamer Rs. 50 for landing after hours without permission, though it was explained that no cargo boats left the steamer after 5 P. M., and that the cargo might have been duly landed but for the temporary interruption of traffic above indicated.

The Chamber submit for your consideration that as Commanders of steamers have no control over the management of the Pier, it is rather unreasonable to hold them responsible for results which they have no possible means of foreseeing, or providing against. The Chamber, therefore, think it only reasonable that Commanders of steamers and ships should be protected from liability to similar penalties in the future; and they accordingly suggest that the wording of the rule which defines the time for landing operations should be altered from "landing cargo" to "discharging cargo." Such a change would, the Chamber think, meet all the requirements of the case.

I have, &c.,

P. MACFADYEN,
Chairman.

Sea Custom Collector's Office, Madras, 29th January 1877.

To THE CHAIRMAN CHAMBER OF COMMERCE,
Madras.

SIR,—In acknowledging receipt of your letter, dated 27th January 1877, I have the honor to request that you will be good enough to forward a copy of Messrs. Binny & Co's letter to the Chamber.

I have, &c.

J. HUNTER-BLAIR,
Collector of Sea Customs.

Chamber of Commerce, Madras, 17th February 1877.

To THE COLLECTOR OF SEA CUSTOMS,
Madras.

DEAR SIR,—With reference to your letter of the 29th ultimo, I am to inform you that Messrs. Binny & Co. did not communicate with the Chamber by letter on the subject of the Chamber's letter to you of the 27th ultimo.

Yours faithfully,

H. CORNISH,
for Secretary.

Sea Custom Collector's Office, Madras, 20th February 1877.

To THE CHAIRMAN CHAMBER OF COMMERCE,
Madras.

SIR,—In acknowledging receipt of the letter from the Secretary to the Chamber, dated 17th instant, I have the honor to state that under the circumstances, I cannot enter into any discussion of the matter referred to in para. 2 of your letter of the 27th January 1877.

As regards para 3, I beg to state that it would be quite impossible to carry out the arrangement proposed by the Chamber, as it would lead to endless dispute and consequent correspondence.

I have, &c.,

J. HUNTER-BLAIR,
Collector of Sea Customs.

Chamber of Commerce, Madras, 9th March 1877.

To the Collector of Sea Customs,
Madras.

Sir,—With advertence to your letter of the 20th ultimo, I have now the honor to hand you copy of a Minute submitted to the Chamber by Mr. Ainslie on the 9th January and to request your reconsideration of the subject thereon referred to.

I have, &c.,
P. Macfadyen,
Chairman.

MINUTE BY MR. C. A. AINSLIE OF MESSRS. BINNY & CO.

"I wish to bring to the notice of the Chamber that on the afternoon of the 4th ultimo the traffic on the Pier was stopped for some time, by the Master Attendant, to permit of Lady Anna Gore Langton's embarkation by the P. & O. Steamer. In consequence a number of boats which arrived alongside the Pier early in the day were detained there, and were not discharged till late at night. Among these boats were several containing cargo from the *Chyebassa* then discharging; these were discharged after dusk as it was unsafe to leave cargo in the boats.

"The Collector of Sea Customs, without inquiring into the circumstances of the case, fined the Commander of the *Chyebassa* Rs. 50 for landing cargo after hours without permission. It was explained to the Collector that having no control over the working of the Pier, Binny & Co., the Agents of the steamer, could not have the cargo discharged before 6 P. M., but, that as no boats left the *Chyebassa* later than 5 P. M., that steamer did not, as a matter of fact, land cargo after hours, and they considered that the correct rendering of the word 'landing' so far as the ship was concerned, was 'putting over the ship's side,' as, from that moment the Captain had no further control over the landing of his cargo.

"This explanation, the Collector of Sea Customs refused to accept, thus virtually stopping the discharge of cargo in the Harbour at 4 P. M., as, in order to insure discharge at the Pier before 6 P. M., boats must necessarily leave the ship not later than 4 o'clock. As the Collector of Customs in his reply to a letter from Binny & Co., stated that permission was necessary if boats were required to be discharged after hours, Binny & Co. on the 3rd instant, fearing that some boats from the *Tartar* might require to be discharged after 6 P. M., applied for permission to land cargo 'after hours,' stating that they had no intention of working the vessel after six, and only made the application in case any boats should be alongside the Pier undischarged at that hour. This

was done with a view to provide for the safety of the cargo. The application was refused. I would now feel obliged by the opinion of Members as to whether, under such circumstances, the expression 'landing cargo' after hours is understood by the Members to mean the 'putting of cargo over the ship's side' or the actual 'hoisting of it on to the Pier' which may take place some length of time after it leaves the ship's side."

Sea Custom House, Madras, 20th March 1877.

To the Chairman Chamber of Commerce,

Madras.

Sir,—I have the honor to acknowledge receipt of your letter dated 9th March 1877, with the copy of the Minute submitted to the Chamber by Mr. Ainslie.

I consulted the Master Attendant, regarding the proposal that the words "landing cargo," in the rules prescribing the time for landing operations, should be defined, so as to mean the time of discharge of cargo from ships and steamers into Boats, and not the hour of landing on the Beach or Pier. He is of the same opinion as myself that the alteration cannot possibly be carried out and would lead to endless disputes and consequent unnecessary correspondance and would virtually defeat the very object with which the rules were framed.

Letter from the Master Attendant, dated 19th March 1877, No. 2036.

With reference to *Para.* 1 *of Mr. Ainslie's Minute,* I have to state that Traffic on the Pier on the day referred to was stopped by the Master Attendant for only about three quarters of an hour. Stoppage of work on the Pier for any period, does not justify landing after 6 P. M. Messrs. Binny & Co. ought to, and could have applied for permission to land later, which they did not, and without permission went on landing after six, which they know perfectly well was contrary to orders.

Para. 2 *of Mr. Ainslie's Minute.*—The statement that the fine of Rs. 50 was inflicted without any enquiry into the circumstances of the case is not correct. The fine was adjudged, after a correspondence with Messrs. Binny & Co., and the Master

Attendant as below. Subsequent to the infliction of the fine, there was further correspondence, the dates and numbers of which are also noted, in which I finally refused to cancel my order. As regards the statement that Messrs. Binny & Co., "considered the correct rendering of the word 'landing' was the putting over the ship's side," I beg to observe that the word has always been interpreted to mean landing on the Beach or Pier, and not discharging from ship, of which interpretation Messrs. Binny & Co. are fully aware, and they have constantly applied for leave to "land" after six.

Previous to inflicting Fine.

Letter to Messrs. Binny & Co., dated 6th December 1876, No. 2161.			
From do	„ 6th	do	
To Master Attendant,	„ 8th	do	No. 2198.
From do	„ 12th	do	No. 8648.
To Messrs. Binny & Co.,	„ 14th	do	No. 2269.

Subsequent to infliction of Fine.

From Messrs. Binny & Co., dated 15th December 1876.			
To Master Attendant,	„ 16th	do	No. 2286.
From do	„ 20th	do	No. 8874.
To Messrs. Binny & Co.,	„ 21st	do	No. 2340.
From do	„ 22nd	do	
To do	„ 26th	do	No. 2371.
From do	„ 2nd January 1877.		

Para. 3 *of Mr. Ainslie's Minute.*—In the first application made on the 3rd January 1877 to discharge cargo from the Str. *Tartar* after 6 P. M., it was not stated that the permission asked for was to discharge from boats which had arrived alongside the Pier previous to 6 P. M. This was stated in another letter, dated the same day, but received on the 5th idem, after the original application had been refused. I beg however to state that even if the 2nd letter had been received in time, the permission sought would not have been granted, in the absence of any special reasons, in accordance with the express orders of Government, which had been communicated to Messrs. Binny and Co.

I have, &c.,

J. HUNTER-BLAIR,
Collector of Sea Customs.

Chamber of Commerce, Madras, 10th April 1877.

To the Secretary Board of Revenue,
Chepauk.

Sir,—I have the honor to hand, for the information of the Board of Revenue, copy of correspondence that has recently passed between the Chamber and the Collector of Sea Customs with respect to the imposition of a fine on the Captain of the *Chyebassa* for landing cargo after 5 p. m.

The Board will observe that an interruption in landing operations on the 4th December last was caused in order to enable Lady Anna Gore Langton to embark with suitable marks of public respect, and that in consequence of the stoppage of traffic on the pier, boats which arrived alongside with cargo early in the day, were compelled by an authority which they could not control to remain unloaded to late in the afternoon; yet the Commander of the vessel was fined for landing after hours without permission, though it is evident that he was in no way to blame for his unintentional violation of the Port rule.

I am, therefore, to solicit the Board to sanction the refund of the fine to the Commander of the *Chyebassa*, and to express a hope that the Board will support the Chamber's suggestion that, in justice to Commanders of vessels, the rule which defines the time for landing operations should be altered from "Landing cargo" to "Discharging cargo."

I have, &c.,

P. Macfadyen,
Chairman.

The Chamber of Commerce will be furnished with a copy of the Board's Proceedings passed in the case of the fine imposed on the Captain of the *Chyebassa*. The Board are not prepared to recommend any alteration of the rule as regards landing cargo after 6 p. m. Captains must in ordinary cases be held responsible that boats leave their ships in time to allow of the cargo being landed before the hour specified.

C. A. Galton,
Sub-Secretary.

Proceedings of the Board of Revenue, dated 23rd April 1877.

Read the following letter from J. HUNTER-BLAIR, Esq., Collector of Sea Customs, to H. E. STOKES, Esq., Secretary to the Board of Revenue, dated Madras, 28th March 1877 :—

In acknowledging receipt of Board's Proceedings, dated 17th March 1877, Miscellaneous No. 3,943, I have the honor to bring to the notice of the Board that the discharge of cargo from the *Chyebassa* until 11 P. M. was contrary to the express orders of Government (*vide* G.O., dated 20th May 1876, No. 649, Revenue Department), and I fined the Captain because the landing was carried on *without asking for the previous permission of the Custom-house* as required by the rules.

Landing at any hour, day or night, particularly the latter, without permission asked and obtained, is in direct contravention of the Customs Act and all rules on the subject of landing. Permission was not asked for or obtained in this case, and the consequence was that no preparations were made for carrying on landing after dark; the cargo landed was not checked by any Customs officers, I therefore declined to be answerable for delivery and fined the Captain.

Stoppage of work on the Pier does not justify landing after dark, and on this subject I beg to submit for the Board's consideration copy of a letter from the Master Attandant, dated 20th December 1876, No. 8,874.

If on reconsideration the Board are still of opinion that the fine should be remitted, I beg to be favored with instructions for future guidance in cases when Commanders of vessels go on landing cargo after 6 P. M. without giving any notice to the Custom-house and without obtaining permission to land. As executive officer in charge of the Custom-house, I cannot admit the responsibility of the Custom-house for any loss, or damage, or for delivery of cargo thus landed without any Custom-house supervision.

As regards the contention of Messrs. Binny and Co. in the last paragraph of their petition to the Board that the word "landing in the Customs regulations should be held to mean the "putting of cargo over the ship's side into boats," I beg to

submit copies of correspondence* between the Master Attendant, the Chamber of Commerce, and myself, from which the Board will observe that the word "*landing*" has always been understood to mean "landing on the beach or Pier," not "discharge over ship's side."

If "landing" is to be read in the sense proposed by Messrs. Binny and Co., Government must be prepared to incur the expense of a large extra establishment to carry on landing daily after dark, and to cancel the orders contained in G. O. of 20th May 1876 referred to in paragraph 1 above.

Enclosure Nos. 1 *to* 10.—Copies of Correspondence.

Enclosure No. 11.—Petition.

The Board remitted the fine imposed on the Captain of the *Chyebassa* because they considered that the infraction of the rule adverted to was the result of circumstances over which he had no control, and that the imposition of a fine in the case in question was uncalled for. The subject of any alteration of the rule was not before the Board. On this point instructions for future guidance do not appear to be needed. The Board concur in the Collector's interpretation of the word "landing," and he should give notice that arrangements must be made for the discharge of cargo so that the goods may be actually landed before the hour at which the Pier is closed for traffic. The authority granted in G. O., dated 20th May 1876, No. 649, to extend the time in cases of a special character is sufficient to ensure that the operation of the rule will not result in any obstruction to trade.

C. A. GALTON,
Sub-Secretary.

* Letter from Chamber,		27th Jan.	1877.	From Chamber		9th Mar.	1877.
Do to	do	29th do	,,	To Master Attendant		14th do	,,
From Secy. to	do	17th Feb.	,,	From	do	19th do	,,
To Chamber		20th do	,,	To Chamber		20th do	,,

P.

SECTION 131 OF THE CUSTOMS ACT.

Madras, 27th March 1877.

To the Chairman Chamber of Commerce,
Madras.

Sir,—We have the honor to call the Chamber's attention to the following alteration in the Custom House regulations, which has lately on more than one occasion led to considerable inconvenience.

Until recently, a vessel, for which cargo offered at the last moment, was permitted after clearing to re-enter and re-clear, by paying a fine of Rs. 5, but from the enclosed copy of a letter from the Collector of Sea Customs, you will see that this privilege is withdrawn, and that Section 131 of the Customs Act has been brought into force, viz.:—

"When goods are passed through the Custom House for shipment on an application presented after Port clearance shall have been granted, two per cent. upon the market value of such goods not liable to duty or liable to specific duties according to weight or quantity only or to duty according to value, and upon the Tariff value of goods so passed, which are liable to duties or fixed Tariff valuation shall in every case be levied in addition to any duty to which such goods shall be ordinarily liable."

We submit, that although this section may apply to goods passed after clearance when no re-entry is effected, there is nothing either in the above section, or in any portion of the Customs Act, which forbids the re-entry and re-clearance of a vessel, and although a general permission to do so might be abused, still, we think, that were a charge, say of Rs. 5 for every entry, passed after clearance, to be made, it would prove sufficiently prohibitive to prevent the needless re-entry of vessels.

We need not here mention that the two per cent. duty proposed to be levied on goods shipped after clearance, is entirely prohibitive, and we trust the Chamber will represent this to the Collector of Sea Customs, with a view to his permitting the re-entry of vessels as heretofore when necessary.

We have, &c.,

Binny & Co.

Sea Custom House, Madras, 23rd March 1877.

To MESSRS. BINNY AND CO.

Madras.

GENTLEMEN,—With reference to your letter dated 21st March 1877, I have the honor to inform you that your clerk was told by the Deputy Collector, he could re-enter, but he was mistaken in doing so, as re-entry is not allowed except in certain special cases defined in Sections 135 and 136 Act VI of 1863. Re-entry with a view to ship more cargo cannot be allowed, and the rules under which goods may be passed for shipment after Port clearance are laid down in Section 131.

I have, &c.,

J. HUNTER-BLAIR,

Collector of Sea Customs.

Chamber of Commerce, Madras, 18th April 1877.

To THE COLLECTOR OF SEA CUSTOMS,

Madras.

SIR,—As the Chamber are sure that the Government have no wish to place any obstacles in the way of legitimate business, I have the honor, at their desire, to bring to your notice that inconvenience has, on more than one occasion, been caused since Section 131 of the Customs Act has come into force. Until recently a vessel for which cargo was offered at the last moment, was permitted after clearing to re-enter and re-clear on payment of a fine of Rs. 5, but your predecessor in office has informed a local firm that re-entry with a view to ship more cargo cannot be now allowed, except under the following conditions laid down in Section 131 of the Customs Act:—

"When goods are passed through the Custom House for shipment on an application presented after Port clearance shall have been granted, two per cent. upon the market value of such goods not liable to duty or liable to specific duties according to weight or quantity only, or to duty according to value, and upon the Tariff value of goods so passed, which are liable to duties or fixed Tariff valuation shall in every case be levied in addition to any duty to which such goods shall be ordinarily liable."

The Chamber share the opinion of the firm referred to that although this Section may apply to goods passed after

clearance when no re-entry is effected, there is nothing either in the above Section, or in any portion of the Customs Act which forbids the re-entry and re-clearance of a vessel; and although a general permission to do so might be abused, still, were a charge, say of Rs. 5 for every entry, passed after clearance, to be made, it would prove sufficiently prohibitive to prevent the needless re-entry of vessels.

I am, therefore, to ask you to consider the advisability of re-introducing the system which has for so many years been observed at this Port with advantage to the Customs revenue and benefit to shippers.

I have, &c.,

P. MACFADYEN,

Chairman.

Sea Custom House, Madras, 14th May 1877.

TO THE CHAIRMAN CHAMBER OF COMMERCE,

Madras.

SIR,—With reference to your letter, dated 18th April 1877, I have the honor to forward herewith for your information copy of Board's Proceedings, dated 11th May 1877, No. 2173, upholding the views of my predecessor Mr. J. Hunter-Blair on the subject of the re-entry of vessels.

I have, &c.,

R. J. MELVILLE,

Ag. Collector of Sea Customs.

Proceedings of the Board of Revenue, dated 11th May 1877.

Read letter from the Collector of Sea Customs, Madras, dated 21st April 1877, No. 849, requesting instructions as to re-entry of vessels after Port clearance.

The Board are of opinion that Mr. Hunter-Blair's view is correct, viz. that Section 131 of the Customs Act is applicable in the case of the cargo shipped after Port clearance has been taken out. This is in accordance with the Board's decision in 1865, and the Act contains no provisions for re-entry, except Sections 135 and 136, which do not apply to ships

taking in more cargo before leaving the Port. Ships clearing in ballast are equally liable to the additional charge, and the Board do not see how the present practice, for which there is apparently no authority, can be maintained.

C. A. GALTON,
Sub-Secretary.

Q.

MADRAS TRADE RETURNS.

Chamber of Commerce, Madras, 10th October 1876.

TO THE CHIEF SECRETARY TO GOVERNMENT,
Fort Saint George.

SIR,—I am desired by the Chamber to express their thanks for the copies of the Board of Revenue's monthly "Imports, Exports, and Tonnage of the Presidency of Madras," statements which have been forwarded by the Board for the use of the Chamber, and at the same time to convey their acknowledgments of the consideration that the Government appear to have been pleased to give to the representation in my letter to the Collector of Sea Customs of the 28th March last year about the value set by the Chamber upon the monthly "Statement of Imports and Exports" published, by order of his Grace the Governor in Council, by the Collector.

As regards the Board's trade returns, the Chamber are desirous of pointing out that they are not published, as a general rule, until two months after the same information has been published by the Government of India, Department of Revenue, Agriculture and Commerce. Thus, the Board's Madras trade returns for April were received almost coincidently with the Supreme Government's trade returns for all India for June. Moreover, the latter returns contain elaborate details, and comparative tables for three years, whereas the former are confined to a bald record of the trade of one month only, in one Presidency, in one year. The utility of the Board's returns is consequently not very apparent, and it may seem to the Government that the trouble and expense involved in their publica-

tion do not yield results sufficient to render the continuance of this record expedient.

I have, &c.,
P. MACFADYEN,
Chairman.

Referred to the Board of Revenue for report on paragraph 2.

D. F. CARMICHAEL,
Ootacamund, 12th October 1876. *Secy. to Govt., R. D.*

As will be seen from paragraph 5 of their Proceedings embodied in G. O., 30th May 1876, No. 721, the Board have already expressed a doubt as to the necessity of printing and publishing separately the monthly returns of trade of this Presidency, and they now fully agree with the Chamber of Commerce in thinking that the statements need not be published. The statements printed by the Government of India and by the Chamber of Commerce contain all the information that is important and useful, and it will not be possible to publish the Board's returns before those of the Government of India are out. The latter are published within a week after the accounts reach Calcutta, but it has not hitherto been possible to publish those of this Presidency for two months after the returns are sent to the Government of India, as will be seen from the figures below. There is but one clerk employed on the work, and the statements published here contain a great deal more matter in regard to coasting trade than those of Calcutta. No doubt, the work could be expedited by employing more clerks, and getting the returns printed in a private press, but it is unnecessary to incur expense and trouble for the sake of work which is not required for Government and is not appreciated by the Public :—

Months to which the Statements belong.	Date of despatch to the Government of India.	Date on which the Returns were sent to the Press.	Date on which the Statements were received printed.
April	9th June.	5th July.	21st August.
May	29th ,,	7th August.	13th September.
June	27th July.	6th September.	10th October.
July	25th August.	29th ,,	.....
August... ...	25th September.	27th October.	.....
September ...	27th October.	.....	.....

The Trade Establishment in the Board's Office is now overworked, and if the printing of the monthly returns is dispensed with, and the services of the clerk employed in preparing the statements made available for general work, the early despatch of the monthly returns, to which the Government of India attach the greatest importance, will be facilitated. The Board, therefore, recommend that orders be passed accordingly.

H. E. STOKES,
Acting Secretary.

ORDER THEREON, 2nd July 1877, No. 2,178.

The Board's proposals are approved.

C. G. MASTER,
Secretary to Government.

R.

REGISTRATION OF TRADE MARKS FOR COTTON GOODS.

Proceedings of the Madras Government, Judicial Department, 28th May 1877.

Read the following letter from the Under Secretary to the Government of India, to the Chief Secretary to Government, dated 30th April 1877.

ORDER THEREON, 28th May 1877, No. 1312.

Ordered that a set of these papers be forwarded to the Chamber of Commerce and the Madras Trade Association.

From H. M.'s Secretary of State for India, to the Government of India, dated London, the 30th November 1876.

I herewith forward for the information of Your Excellency in Council, and for distribution among the Local Governments and Administrations, one hundred copies of the amended rules which have been issued under the "Trade Marks Registration" Acts of 1875 and 1876.

From H. M.'s Secretary of State for India, to the Government of India, dated London, the 11th January 1877.

With reference to my despatch of the 30th November, No. 49 of 1876, forwarding for the information of Your Excellency in Council and for distribution among the Local Governments and Administrations, 100 copies of the amended Rules which have been issued under the Trade Marks Registration Acts of 1875 and 1876, I now transmit copy of a letter dated 30th November from Mr. Reader Lack, the Registrar of the Trade Marks Registry Office, drawing attention to two points in connection with the new Rules.

From H. READER LACK, Esq., Registrar of the Trade Marks Registry Office, to Sir LOUIS MALLET, C. B., Under Secretary of State for India, dated 30th November 1876.

I am directed by the Commissioners of Patents to acknowledge the receipt of your letter of the 29th instant, and to send herewith, in accordance with the wish of the Marquis of Salisbury, 100 copies of the amended Rules under the Trade Marks Registration Acts and of the notice as to registration of Trade Marks for cotton goods.

In transmitting these documents, I am directed to draw attention to Rule 5, under which foreigners resident in India are admitted to registration in this country upon the same terms as British subjects. It may also be useful to point out that prior registration in the Presidency, Province, or Native State in which an India trade mark owner is resident is not necessary before registration in this country.

NOTICE AS TO REGISTRATION OF TRADE MARKS FOR COTTON GOODS.

As numerous marks used in the cotton trade at the date of the passing of the Trade Marks Registration Acts (38 & 39 Vict. c. 91., and 39 & 40 Vict. c. 33), are, by reason of their common usage, excluded from the scope of that Act, the following rules have been made for the guidance of persons desirous of registering trade marks for cotton goods:—

"57. For the purpose of facilitating the granting of trade marks in respect of cotton goods in Classes 23, 24,

and 25, there shall be established by the Commissioners of Patents, and subject to their control, an office at Manchester for the exhibition of all devices, marks, headings, labels, tickets, letters, words, or figures, or combinations of letters, words, or figures, used in the cotton trade, and in these rules included under the expression 'cotton marks.'

Establishment of office for exhibition of cotton trade marks at Manchester.

"58. Every person who at the date of the passing of the Act (August 13, 1875,) used any cotton mark shall, on or before the first day of December one thousand eight hundred and seventy-six, send to the Manchester office three representations of such cotton mark, in such form and with such a description as may be from time to time required by the Commissioners of Patents.

Representations of cotton marks to be sent to Manchester office on or before December 1st, 1876.

"59. A committee of persons versed in the usages of the cotton trade shall be appointed by the Commissioners of Patents, consisting of such number of persons as may from time to time be determined by them, and it shall be the duty of such committee, on or before a time to be named by the Commissioners of Patents, to divide the cotton marks, representations of which have been so sent in to the Manchester office, into two classes, the first class consisting of such of the said cotton marks as are, in the opinion of the committee, trade marks within the meaning of the Act, and the second class consisting of such of the said cotton marks as are not, in the opinion of the committee, trade marks within the meaning of the Act.

Committee of experts to be appointed and to divide cotton marks into two classes.

"60. The said committee shall form a list of the cotton marks sent to the Manchester office in each of the aforesaid classes, and shall transmit such lists to the Commissioners of Patents, accompanied by two representations of each of the marks specified in the second class in such list.

Committee to form list of marks sent in to Manchester office.

"The third representation of each of the marks in the second class in such list shall be retained for reference in the Manchester office.

"61. The Commissioners of Patents may from time to time add to the aforesaid list any cotton marks as they may think just, and such addition shall be deemed to be part of the original list.

Marks may be added to list.

"62. Any proprietor of a cotton mark not specified in the second class in such list may apply to be registered as proprietor of such cotton mark in manner and subject to the conditions in which he may apply to be registered as proprietor of any other trade mark, but it shall not be lawful for the Registrar to register any person as proprietor of any cotton mark in the second class of the aforesaid list except in pursuance of an order of the Court.

Any person claiming to be the proprietor of a cotton mark in Class 1 may apply to be registered.

"63. A cotton mark shall not be registered except in manner and subject to the conditions prescribed by these rules with respect to the registry of cotton marks."

Cotton mark not to be registered except in manner herein prescribed.

An office, as provided by Rule 57, will be opened at 48, Royal Exchange, Manchester, on the 24th October 1876.

The following gentlemen have been appointed by the Commissioners of Patents to form the Committee of Experts under Rule 59:—

Edmund Ashworth, Esq., President of the Chamber of Commerce, Manchester; John Cheetham, Esq., Vice-President of the Chamber of Commerce, Manchester; B. Davies, Esq.; S. A. Fulda, Esq.; P. Goldschmidt, Esq.; A. J. Hunter, Esq.; H. J. Leppoc, Esq.; G. Lord, Esq.; E. Crompton Potter, Esq.; E. Reiss, Esq.; H. M. Steinthal, Esq.; and E. H. Sykes, Esq.

Mr. Joseph Fry has been appointed by the Commissioners of Patents as keeper of the Manchester office.

Each representation required to be furnished by Rule 58 should be attached to a separate half-sheet of foolscap paper,

on which should be written,—*a*, the name and address of the applicant; *b*, the number of the class in which registration is desired; and *c*, the length of time the mark has been in use. If it be desired to register a mark in more than one class, three representations in each class must be furnished. No fee will be required, nor will any formal declaration or statement be necessary.

In the case of a combined stamp the applicant should state whether it is desired to protect the whole combination or only a part of it; in which case a line should be drawn round the part which it is desired to protect.

Representations of marks considered by the owners as private should be marked with the letter "P."

When application has been already made to the Principal Registry in London, the Registrar's number must be quoted in the Manchester application.

Owners of marks placed upon the second class specified in Rule 59, although not entitled to registration except by an order of the Court, may obtain from the Registrar a certificate of refusal to register, as provided by Section 2 of 39 and 40 Vict. c. 33.

It is intended that all marks for cotton goods made in the piece should be claimed in Class 24.

These regulations do not apply in the case of marks not used prior to the 13th of August 1875. Application to register such marks must be made in the usual way to the Trade Marks Registry in London.

S.

FAILURE TO EXHIBIT BILLS OF HEALTH.

Proceedings of the Madras Government, Marine Department, dated 12th May 1877.

From the Hon. C. VIVIAN, Her Majesty's Agent and Consul-General, Cairo, to the Officiating Chief Secretary to Government, dated Cairo, 16th April 1877.

With reference to my telegram of to-day, I have the honor to transmit to you a copy of a report made to me by the

British Delegate to the Egyptian Board of Health respecting the irregularity committed by the Masters of three British Steamers that have lately arrived at Suez after touching at Madras in failing to exhibit their Bills of Health to the authorities at Suez.

From H. H. CALVERT, Esq., British Delegate to the Egyptian Board of Health, to Her Majesty's Agent and Consul-General, Cairo, dated Alexandria, 11th April 1877.

The last Bill of Health from Madras, dated 16th March, states, cholera still to prevail there.

I may here take the opportunity of stating that Colucie Pacha, President of the Board of Health, has written to complain to me that the Masters of three British Steam Ships that had touched at Madras, had not, on one pretext or another, exhibited the Bill of Health from that port at Suez. The Egyptian Sanitary Administration has indulgently overlooked this omission, and has not required the performance of quarantine, as might have been done; but lest this leniency be misinterpreted and encourage a repetition of similar abuses, I trust, Sir, that you may see fit to take steps in the proper quarter for their prevention in future.

The vessels in question were—

(18th March) *Navarino*, Captain Every.

(31st do.) *Duke of Sutherland*, Captain Cox.

(8th April) *Mashara*, Captain ——

ORDER THEREON, 12th May 1877, No. 820.

Communicated to the Master Attendant, Madras, who will take the necessary steps to communicate the substance of the above correspondence to the Owners or Masters of the Steamers named.

The correspondence will also be published in the *Gazette*, and a copy furnished to the Chamber of Commerce.

D. F. CARMICHAEL,
Offg. Chief Secretary.

T.

A FAIR DAY'S WORK.

Ship "Glee Maiden" Madras, 3rd January, 1877.

To the Chairman Chamber of Commerce,

Madras.

Dear Sir,—I arrived at this port on the 28th of last month, with a cargo of Rice from Calcutta, under a shipping order only. I have as yet only discharged 1,375 Bags. I will feel grateful if you will let me know, what is considered a day's work, as custom of the Port, or what I can compel them to land. Enclosed is my shipping order.

I have, &c.,

Joseph Cummins,

Master of the Ship.

Chamber of Commerce, Madras, 13th January 1877.

To Captain J. Cummins,

Ship "Glee Maiden," care of Messrs. Binny & Co.

Sir,—Your letter of the 3rd instant has been submitted to the Members of the Chamber, and I am now desired to state, in reply to your reference for the Chamber's opinion, that the present is altogether an exceptional time in the matter of landing cargo from the ships in the Roadstead. It is impossible to lay down any fixed rule as to the quantity of cargo which a ship ought to discharge per day; much will obviously depend on the position the ship may occupy in the Roadstead, while still more perhaps will depend on the disposition of the consignees of the cargo to pay extra rates of boat-hire. The Chamber however, are of opinion, that about 30 tons would now constitute an average day's work in landing Rice.

I have, &c.,

P. Macfadyen,

Chairman.

Madras, 5th October 1877.

To the Chairman Chamber of Commerce,

Madras.

Sir,—My Ship the *Melpomene* now in the Roads with Coal for the Madras Railway is receiving such unsatisfactory despatch, that I purpose putting in a claim for demurrage, and with this view have the honor to request that you will be good enough to let me know how many tons of Coal are considered by the Chamber a fair day's discharge in this port. According to my Charter Party, I have to be discharged "*according to the Custom of the Port,*" failing which, a certain rate of Demurrage is claimable. My discharge so far has averaged 18 tons a day.

I have, &c.,

Richard Leach,

Master Ship "Melpomene."

Chamber of Commerce, Madras, 9th October 1877.

To Captain Leach,

Master of "Melpomene."

Sir,—I beg to acknowledge receipt of your letter of the 5th instant, which I have submitted to the Members of the Chamber, for an expression of opinion, as to how many tons of Coal are considered a fair day's discharge in this port. In reply I am desired to state that under ordinary circumstances, 40 to 50 tons a day constitute a fair and customary day's work for a Coal ship at this port.

I have, &c.,

C. A. Ainslie,

Vice-Chairman.

U.

GOVERNMENT STATIONERY AND STORES.

Proceedings of the Madras Government, Financial Department, 6th March 1877.

Read the following despatch from the Secretary of State for India, to the Government of India, dated 7th December 1876.

In the Financial Despatch to the Government of India, dated the 27th December 1862, No. 218, instructions were given to the effect that all articles manufactured in this country should only be procured through the Store Department of this office.

Since that date payments for such stores have greatly increased, and the arrangements under which specified sums are now allotted to Provincial Governments to defray expenditure under certain heads give those Governments a direct interest in purchasing stores chargeable to Provincial Services on the most reasonable terms.

For this and other reasons I recently decided to appoint a Committee to inquire into the functions and administration of a branch of the Store Department of this office, and I now forward extracts of a Report by that Committee, dated the 31st October 1876.

You will observe that the Committee, having regard to the importance of reducing, as far as possible, payments in this country, as well as of expediting the supply of stores for India, recommend that, in substitution for the present rule requiring orders for all stores to be given through this Office, it should be left to your Government and to the Local Governments and Administrations (subject to any detailed orders of your Government, and within the limits of their several powers to incur expenditure), to decide as to the mode in which, and the persons from whom, supplies of any kind may be obtained, subject to the conditions that nothing except articles of Indian origin shall be purchased or ordered in India, unless it can be

paid for on delivery after approval there, and that no advances shall be made to any agent or firm for any such service.

The Committee also point out that there are certain classes of stores which it is obvious cannot advantageously be procured in India, such as special machinery and appliances, including engineering, railway, and telegraph plant and materials, which must necessarily continue to be obtained through the Store Department of this Office.

I have approved of the suggestions of the Committee, and request that you will give the requisite instructions for carrying them into effect, and also that you will forward, for my information, copies of any orders or regulations you may issue on the subject.

Enclosure No. 1.

"Lastly, the Committee has been impressed with the importance of doing all that is possible to diminish the demands made by India for stores to be sent from England, and to stimulate the development of a local system of supply in India. The conditions under which the present system arose of requiring all articles that have to be purchased in England to be supplied through the Store Department of the India Office are, to a considerable extent at least, obsolete. The introduction of the principle of provincial responsibility for local expenditure, which is likely to be further extended rather than contracted, quite alters the aspect of the question, and justifies, if it does not require, a considerable relaxation of the present rule, irrespective of those general grounds of policy that suggest the propriety of encouraging the growth, both of truly local sources of supply, and of a system of local agency for supplies not of Indian origin, in substitution for the centralized agency of the Store Department of the India Office.

"So far as relates to the obligation now imposed to give orders through the Store Department, the Committee is of opinion that, in substitution for the present rule, it might be laid down that the Government of India, and the Local Governments and Administrations, (subject to any detailed orders of the Government of India, and within the limits of their several powers to incur expenditure) may exercise their discre-

tion as to the agency through which supplies of all sorts may be obtained, subject to the conditions that nothing except articles of Indian origin shall be purchased or ordered in India, unless it can be paid for on delivery after approval there, and that no advances shall be made to any agent or firm for any such service.

"The Committee is satisfied from the experience acquired by the transactions of the Store Department, which have been very large, that whenever advances have to be made for the supply of stores to be procured in England, it will be essential that such stores shall be inspected and approved before shipment and before any payment is made. Without this precaution, the satisfactory quality of the supplies could not possibly be ensured; disputes would be endless, and the Government would in most cases be made to suffer any loss that arose.

"It would, in the opinion of the Committee, be better to leave to the Government of India the task of limiting the discretion of the local authorities, should it be thought desirable to do so in any particulars, than to attempt to make rules on such matters here. At the same time it may be remarked that there are some obvious restrictions which naturally suggest themselves. Thus, all special machinery or appliances, such as engineering, railway, or telegraph plant and materials, would almost necessarily continue to be obtained through the Store Department. Stocks of any description, such as the malt liquor or clothing materials for the European troops, required on so large a scale as to be altogether beyond the resources of the local markets, would fall into a like category, as also a large part of the military supplies consequent on their special nature. Possibly some restrictions might be thought expedient in the supply of official stationery, to secure needful uniformity and durability in public documents. On the other hand, there seems no reason why arrangements just as economical in fact, and much more convenient to all parties, might not be made for the supply of all books through Indian shopkeepers, under suitable agreements as to trade discount, these being articles as to the quality and cost price of which no dispute is possible. In like manner a considerable proportion of the miscellaneous stores might

probably be got from local sources at reasonable prices, due care being taken to secure a satisfactory quality.

"As to the extended resort to sources of indigenous origin for stores in substitution for articles obtained from England, all that the Committee can usefully do is to support the proposal that the Government of India should be strongly urged to give special attention to the subject. Any improvement in this direction must be the result of action taken in India, and it is only by the hearty co-operation of the departmental officers throughout the country that it can really be accomplished effectually. The Committee would only remark in relation to it that, though the extension of existing Governments establishments, such as the Tannery at Cawnpore, might be suggested among other means of attaining the object in view, it is much more to be desired that the independent action of private persons for firms should be encouraged and developed, and this can only be accomplished by giving to such persons and firms a fair amount of orders."

Ordered that a copy of the above be forwarded to the Military and Public Works Departments and to the several Local Governments for an expression of opinion, with the least possible delay, in regard to any rules and restrictions which it is expedient to lay down for substituting local purchases of certain kinds of stores for the agency of the Store Department of the India Office, within the limits, and with the reservations indicated in the Despatch. The supplies of stationery, medical stores, type, and books may be regarded as points requiring special consideration.

R. H. HOLLINGBERY,
Asst. Secy. to the Govt. of India.

ORDER THEREON, 6th March 1877. No. 842.

The Governor in Council resolves to appoint the Chief Engineer, the Consulting Engineer for Railways, and the Inspector-General of Ordnance and Magazines, with two Members of the Chamber of Commerce whom the Chamber will be requested to nominate, as a Committee to report on the subject referred by the Government of India for an early expres-

sion of opinion. They are authorized to call on all departments for information necessary for this purpose.

W. HUDLESTON,
Chief Secretary.

Chamber of Commerce, Madras, 10th April 1877.

TO THE CHIEF SECRETARY TO GOVERNMENT,
Fort Saint George.

SIR,—I have the honor to inform you, with advertence to the proceedings of Government, 6th ultimo, that the Chamber have nominated Messrs. J. Jones and C. A. Ainslie to represent them on the Committee appointed to report on the subject of the relaxation of the rule requiring that all articles manufactured in England should be procured only through the Store Department of the India Office.

I have, &c.,
P. MACFADYEN,
Chairman.

V.

THE FAMINE—EXEMPTION OF GRAIN SHIPS FROM PORT DUES.

Proceedings of the Madras Government, Marine Department, dated 19th January 1877.

In view to diminishing the pressure on the resources of the Madras Port, and means of carriage thence by rail, the Governor in Council resolves, under the provisions of Section 46, of the Indian Ports Act, 1875, to exempt from Port dues, until further orders, all vessels importing food-grain at any port south of Pondicherry, in the proportion of not less than one-fourth of their registered burthen.

The Master Attendant will report what will be the probable effect of this order on the income of the Port Fund.

The Consulting Engineer for Railways will be instructed, through the Public Works Department, to communicate with the Agents of the Madras and South Indian Railway, in view

to arranging for equalizing the rates of grain freight from Negapatam and Madras respectively to Bangalore, and to report the result.

W. HUDLESTON,
Chief Secretary.

Proceedings of Government, 20th January 1877.

With reference to the Proceedings of Government of the 19th instant, No. 45, the following Notification will be published in three consecutive issues of the *Fort St. George Gazette*, and in the District Gazettes of Madras and Chingleput, South Arcot, Tanjore, Madura, and Tinnevelly :—

NOTIFICATION.

Under the provisions of Section 46 of the Indian Ports Act, 1875, the Governor in Council resolves to exempt from Port dues, until further orders, all vessels importing food-grain into the ports named in the margin, in the proportion of not less than one-fourth of their registered burthen.

Ports.	
Cuddalore ...	In South Arcot.
Porto Novo ...	
Tranquebar ...	In Tanjore.
Nagore	
Negapatam ...	
Tuticorin ...	In Tinnevelly.

W. HUDLESTON,
Chief Secretary.

THE FAMINE—INADEQUACY OF RAILWAY ROLLING-STOCK.

Chamber of Commerce, Madras, 10th February 1877.

TO THE CHIEF SECRETARY TO GOVERNMENT,
Fort St. George.

SIR,—The members of the Chamber desire me to invite the attention of the Madras Government to the pressing need that exists for increasing the means of transport of grain on the North-West Line of the Madras Railway. A very large portion of the grain now imported into Madras is, as you are aware, destined for the districts bordering on this line, and it is only necessary to compare the enormous stocks now lying in Madras (estimated at about 150,000 tons) with the comparatively small amount despatched weekly by the Madras Railway into the interior, to see that unless some considerable augmentation of traffic can be ensured the affected districts cannot enjoy the advantages of plentiful supplies of food, and the

interests of private traders, who have been largely importing grain for consignment to those districts, must be prejudicially affected.

The Chamber urge the consideration of this subject all the more earnestly because they observe that while, as one result of Sir Richard Temple's visit to Madras, a laudable effort has been made to increase supplies of grain by the Great Indian Peninsula Railway, the very measures taken to effect that end have resulted in weakening the resources of the Madras Railway at a point where, it seems to the Chamber, they should be applied to the utmost of their power. Probably at no place in India is there, at the present moment, such an accumulation of grain as is now stored in Madras. The beach from Royapooram to the Fort is crowded with grain bags, to the inconvenience of ordinary traffic, and the no little detriment, it is believed, of the health of the city; every available godown is stored with grain, and the Salt Cotaurs Station is stocked with sufficient supplies to keep the Railway employed for several days.

It seems to the Chamber a self-evident proposition that, Madras being the chief source of grain supply, the efforts of the Railway should be directed almost exclusively to clearing away the stocks accumulating in Madras. The interests of the affected districts, of the local Government, of the local Railway, and of the local trade alike require that this should be done without delay. Apart from these considerations the Chamber submit that in the event of a sudden fall of rain there would inevitably be a large quantity of unsheltered rice rendered unfit for food, to say nothing of its being calculated to make the city more unhealthy than it is already, unparalleled as the present rates of mortality are. Any measure, therefore, tending to decrease the outflow of grain from Madras must be regarded, in many ways, as threatening the most serious consequences. With grain imported by sea at the rate of from 18,000 to 20,000 tons a week, and exported by the Railway at the rate of only 7,000 to 8,000 tons a week, it is not difficult to foresee that there must soon be a block of traffic in Madras which the Railway will be utterly powerless to control.

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On consideration of the above circumstances, the Chamber do not understand how the recent withdrawal of three engines from the southern portion of the Madras Railway, where there is more traffic that can be provided for, to Raichore, where a grain traffic from the Bombay side is only being developed, as it were, can be justified on public grounds. The Chamber understand from the Railway authorities that if the three engines which have been transferred to Raichore were retained on the section between Cuddapah and Gooty the grain traffic north of Cuddapah could be increased to the extent of 22 wagons or, say, 170 tons daily, no inconsiderable addition to the supplies of the affected districts. They are aware that the same locomotive power would represent a larger traffic over the shorter lead between Raichore and Adoni, but they venture to submit that there may be circumstances under which, in spite of the greater railway facilities, the supplies of food grains from the Bombay side could not be relied on with the same certainty that they could be from Madras. In Madras the enormous stocks, already referred to, have but one outlet, one market; they represent purchases that have been exclusively made for the famine districts, and their destination could only now be altered, with ruinous loss. The supplies available in the Bombay Districts may be as great, they may perhaps be even greater, but they are not in the same position; they do not represent stocks that have but one outlet, or supplies that have already been drawn from their natural channel. They are still within reach of the markets that have been accustomed to absorb them, and can only be drawn to the distant famine districts of this Presidency by prices being maintained at a sufficiently high level to tempt them.

If the thousands of bags now owned by Madras merchants had never been brought, and were still in Calcutta, the Bombay supplies might have competed with them, though the Chamber are not prepared to admit it, their opinion being that railway facilities being equal the Calcutta and Madras route is the natural channel of supply.

However that might be, there can be no doubt now about the result of the present traffic arrangements. The stocks of rice in Madras, though almost unable to reach the up-country

markets at all, will influence prices there. Blocked and held back in a place they were never expected to rest, open and liable to all descriptions of damage and robbery, incurring heavy storage charges, and representing a huge lock-up of capital, it cannot but be expected that a large percentage of the accumulations will be forced on the market for sale, and be realised only at prices far below those now ruling.

Should this expected fall in prices take place to the full extent indicated it will have a most serious effect on the up-country markets. The bazaar dealers of Bellary, Kurnool, and Cuddapah, and of the hundreds of smaller markets surrounding, are all more or less in communication with Madras, and when they hear of the steadily falling prices in the Presidency town they will naturally curtail their operations, buy only such quantities as they can promptly realise, refuse to store to any appreciable extent, and gradually offer less for the supplies from Bombay, until at last the prices they will be prepared to pay will not be sufficiently high to induce further importations.

If the low prices which would then be ruling in the districts were the natural result of over-supply on the spot, it would be a matter of congratulation to both the Government and the Chamber; but if it were caused by the unnatural influence of a comparatively adjacent market with insufficient means of communication, it could only, unless the Government are of opinion that the stock already up-country is sufficient for future wants, be a matter of the gravest anxiety.

Prices would no doubt recover in time when the bazaar dealers understood that the supply in the country was insufficient and found their own stock running low. There would then be violent upward fluctuations in price which would tend to attract fresh importations, but by that time, which would probably be at the period when the famine will be at its height, the crops in the Berars may have been considerably reduced by local consumption, and importation from Calcutta in face of the low prices in Madras may have ceased. The introduction of sufficiently large supplies may then be difficult, must under any circumstances take time, and may not perhaps be accomplished before the Government have to record a lamentable loss of life.

The question now submitted for the consideration of Government is not one of inter-Presidency trade, or interests; the main point to be considered is where the energies of the local Railway can be most advantageously applied to the public good during the present crisis. Regarded from this point of view, the Chamber unhesitatingly assert that the first duty of the local Railway is to relieve the Presidency town from the enormous stores of grain now accumulated here. The Chamber would, therefore, urge upon Government the necessity of making such arrangements as will permit of the traffic from Madras being very considerably increased, even if the traffic from Bombay must in consequence be considerably reduced. It would surely be better to see prices in Madras sufficiently supported to allow of a smaller but regular importation from Bombay, than to allow prices to fall to a point which will probably put an end to importation altogether.

The Chamber would also take this opportunity of reminding the Government of the inconveniences which local traders suffer from finding themselves competitors with the Government in transporting grain by railway. The Chamber freely admit that the Government must transport their own purchases of grain to districts where it is most wanted; but they trust the Government will not take advantage of their position in regard to the Railway to shut out private traders from the means of transport. The Chamber submit that Government grain should be placed on the same footing, as regards transport by railway, as private grain.

Finally, the Chamber desire to recommend the Government to consider again the pressing necessity that has arisen for opening the Royapooram terminus to the grain traffic. It is needless for me to point out to what an extent the streets of Black Town would be relieved if this Station, instead of the Salt Cotaurs, could be made the goods terminus of the Railway. The Chamber understand that some expenditure would be necessary to convert Royapooram into a goods terminus; but it seems certain that this expenditure must be made some day, and the Chamber cannot help thinking that a portion of it could now be profitably laid out by making

Royapooram the receptacle of a good portion of the present grain traffic.

I have, &c.,
P. MACFADYEN,
Chairman.

Transferred to the Public Works Department, (Railway.)

W. HUDLESTON,
Chief Secretary.

12th February, 1877.

From Major-General M. K. KENNEDY, R.E., Secretary to the Government of Bombay, Public Works Department, (Railway,) to the Joint Secretary to the Government of Madras, Public Works Department, (Railway Branch,) dated Bombay Castle, 17th February 1877.

I am directed to acknowledge the receipt of your letter No. 432, dated 7th instant, the subject of which is dealt with in my letter No. 178, dated 6th idem; and to state that although the unrestricted through booking of grain for Madras stations was resumed by the Great Indian Peninsula Railway Company about the 8th instant, the quantity since consigned has, up to this time, not been in excess of what the Madras Company have been able to remove from Raichore. It is not improbable that this quantity will again increase, but as His Excellency in Council understands that arrangements are being made by the Madras Railway Company for obtaining more engines, he presumes they will soon be prepared to deal with any quantity that is likely to arrive there from the Great Indian Peninsula line.

ORDER THEREON, 6th March 1877, No. 755.

The object of the Government has been from the first to make those arrangements which would allow the largest influx of food to the distressed districts. The engine-power of the railway has been apportioned with that view; and the Government, while they have declined to allot more engines to the Raichore end, are not of opinion that there is any engine-power there which could be properly transferred to Madras. The additional engines which the Government have reason to

expect will be almost immediately received, will, it is hoped, enable the daily loads from Madras to be increased largely.

Government grain is only despatched in small quantities, not exceeding 100 tons a day, and subject to the same contingencies as private trade.

The question of opening the Royapooram terminus for receipt of grain has been carefully considered by Government, but the Railway authorities have urged strong reasons against it, and it is not established to the satisfaction of His Grace the Governor in Council that its use would enable any additional quantity of grain to be carried.

J. H. M. SHAW-STEWART, Lieut.-Col., R. E.,
Joint Secretary to Government.

Chamber of Commerce, Madras, 2nd August 1877.

TO THE CHIEF SECRETARY TO GOVERNMENT,
Fort St. George.

SIR,—I have the honor to solicit you to inform His Grace the Governor in Council, that this Chamber are caused much anxiety respecting the adequacy of the railway rolling-stock to meet the daily increasing demands for the transport of food-grain. The recent addition of 300 wagons (obtained by His Grace's personal application from Bombay) to the resources of the Madras line has proved of most important advantage to the Presidency, and the increase of locomotives has also been of inestimable value; but the Chamber regret to have abundant cause to fear that, even with this aid, the Railway may prove unable to satisfy public requirements during the ensuing three or more months. The statement in the newspapers that the Government of India have under consideration a project for more united action, and more effective utilization of the rolling-stock between the several Railway Companies in India, with a view to facilitating the importation of grain into the famine districts, shows that there is a partial, though tardy, recognition at Simla of the pressing wants of the localities referred to; but it fails to satisfy the Chamber that valuable time will not be lost while the project referred to is being discussed.

The oft-employed comparison between the exigencies of the famine districts and those of a country threatened by war, may be referred to in support of the Chamber's conviction that the time for mere consideration has past, and the time for vigorous action has commenced. The Chamber cannot suppose that, in the event of this part of the Empire being threatened with war, any hesitation would be shown in utilizing the whole of the available Railway resources of the rest of the country in bringing the needed succour; and they are rather at a loss to comprehend the delay that has taken place in requisitioning the Railway Companies of the north during the present crisis, for the means of developing the traffic of the southern lines. The national revenue has been heavily taxed for many years to pay the difference between net earnings and the five per cent. interest guaranteed to shareholders on the Indian Railways, and this surely gives Government the right to compel all the lines to subserve the vital interests of the whole State. The diversion from their ordinary field of traffic of the wagons and locomotives of the northern lines may result in some temporary check to the exports of general produce to Europe from those more favored localities; but the Chamber think that any inconvenience and loss resulting from this cause will be trivial, when compared with the magnitude of the boon conferred on the State by strengthening the hands of this Government in their struggle with the famine. In the nature of things the rolling-stock now in use on the Madras lines must suffer from the wear and tear of almost unceasing work, and especially in the case of locomotives it is expedient that a reserve of strength should be obtained by recourse to other lines.

In conclusion, I am desired to state that the Chamber, looking to the extreme importance of the subject, trust that His Grace the Governor in Council may be pleased to allow a précis of their letter to be telegraphed to the Governor-General in Council for immediate consideration.

Transferred to the Public Works Department, Railway Branch.

D. F. CARMICHAEL,

Madras, 3rd August 1877. *Chief Secretary.*

ORDER THEREON, 14th August 1877, No. 313 R.

The Government believe that the necessity of providing additional rolling-stock to meet the wants of the railways in this Presidency has not been overlooked.

The Government of India have advised the selection of twelve engines for the Madras Railway, and a hundred wagons for the South Indian Railway, while a considerable number of wagons are about to be sent for the Madras Railway.

His Grace the Governor in Council desires to take this opportunity of pointing out the great importance of supplies reaching all the ports during the next few weeks in ample quantities. If, as has been lately the case, no grain in appreciable quantities is landed in the Nellore Districts, a much greater demand on Madras supplies will be incurred, and the prices in Nellore enhanced unnecessarily by expenses of landing and reshipment, or of other transport.

These papers will be communicated for the information of the Government of India.

J. H. M. SHAW-STEWART, Lieut-Col, R. E.,
Joint Secretary to Government.

THE FAMINE—THROUGH GRAIN RATE FROM NEGAPATAM TO BANGALORE.

Fort Saint George, 23rd February 1877.

TO THE CHAIRMAN CHAMBER OF COMMERCE,
Madras.

SIR,—I am directed to inform you that the Agents for the Madras and South Indian Railway Company have been requested to arrange for the immediate introduction of a through grain-rate from Negapatam to Bangalore equal to that at present charged between Madras and Bangalore, the difference between the old and new rates being made good by Government.

I have, &c.,
J. H. GARSTIN,
Addl. Secretary to Government.

Chamber of Commerce, Madras, 5th March 1877.

To the Additional Secretary to Government,
Fort Saint George.

Sir,—I have the honor to acknowledge receipt of your letter of the 23rd ultimo stating that the Agents for the Madras and South Indian Railway Companies have been requested by Government to arrange for the immediate introduction of a through grain-rate from Negapatam to Bangalore equal to that at present charged between Madras and Bangalore, the difference between the old and new rates being made good by Government.

In the absence of a statement of the reasons that have induced the Government to take this step the Chamber can only assume that his Grace in Council is sanguine that the arrangement will be beneficial by relieving the strain on the haulage power of the Madras Railway Company, and will place Mysore within easier reach than formerly of an alternative base of supplies. If this surmise be correct the Chamber regret that they are at a loss to conceive how it will have the anticipated effect. Madras is 220 miles by rail, while Negapatam is 363 miles distant from Bangalore. Thus there is a difference in favor of the Madras direct route of no less than 143 miles. The Government are willing to bear the whole charge for transport across these 143 miles, but even this liberal concession cannot, the Chamber imagine, relieve the pressure on the resources of the Madras Railway which is the primary object of consideration with due regard to the welfare of the several famine stricken Districts that the line traverses. The South India Railway Company might load all the wagons at their disposal at Negapatam, and convey them to Trichinopoly where there must be a break of bulk by the transfer of the grain into broad gauge vehicles. Then the South India Company would haul these latter wagons to Erode, and there hand them over to the Madras Railway Company for haulage to Bangalore. But, unless the Chamber are misinformed, the locomotives plying between Beypore and Jollarpett are even now hardly equal to the task of hauling the heavily loaded trains made up by the Madras Company before Erode is reached, and provision can only be made for the

additional haulage of the South India wagons by withdrawing engines from the Madras-Bangalore, or Madras-Raichore sections, or in other words by increasing rather than diminishing the strain on the Madras line.

I have, &c.,

P. MACFADYEN,

Chairman.

Fort Saint George, 8th March 1877.

TO THE CHAIRMAN CHAMBER OF COMMERCE,

Madras.

SIR,—In reply to your letter of the 5th Instant, I am directed to state that the Government consider it of the utmost importance to open up every route from the coast for the transport of grain. It is far from the intention of the Government to reduce the quantity of haulage on the Madras Railway available from Madras. They are, on the contrary, using every possible exertion to increase it.

I have, &c.,

J. H. GARSTIN,

Addl. Secy. to Govt.

THE FAMINE—GRAIN FORWARDING NOTE.

Chamber of Commerce, Madras, 22nd May 1877.

TO THE SECY. TO GOVERNMENT, P. W. DEPARTMENT,

Fort Saint George.

SIR,—I have the honor to solicit the attention of his Grace the Governor in Council to the following clause in the new Forwarding Note of the Madras Railway :—

"The above Goods shall be taken delivery of immediately the same are unloaded at the station of destination, and the Company shall not be liable in respect of loss or damage done thereto, arising from theft, rain, fire, or from any other cause whatsoever, notwithstanding that the same be permitted to remain on the Railway Company's premises, it being agreed the delivery shall be complete on the unloading of such goods, and that from that time they remain at the sole risk of the party entitled thereto."

In the opinion of the Chamber this attempt on the part of the Company to repudiate all responsibility, even for their

own negligence, is of doubtful legality. It is considered that consignees should be allowed a reasonable time, whatever that may be decided to be to clear their goods after unloading. If the responsibility of the Railway Company is to cease absolutely on the unloading of the goods, it would often be difficult to establish claims for loss or damage by rain, theft, or otherwise, which may have been beyond all room for doubt sustained while the goods were "in transitu." The clause also may be expected to encourage rather than restrain carelessness in unloading. The wholesale robbery of grain that is committed while consignments are being carried up-country is already a source of great loss to consignees who, however, under the new Forwarding Note seem to be deprived of all chance of remedy. The case is quite different from that of carriers at home, where warehouse and storage space is amply provided. It is not sought to deny the Company the right of protecting themselves against unreasonable claims, but, on the other hand, they should concede reasonable time, or notice, say twenty-four hours, to the consignee to remove his goods, after arrival, failing compliance with which such goods to remain at his risk.

I have, &c.,

J. JONES,

Chairman.

Proceedings of the Madras Government, Public Works Department, 20th June 1877.

Read the following paper:—

Endorsement of the Consulting Engineer for Railways, dated Madras, 12th June 1877.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 1st June 1877.

With reference to your letter, No. 805, dated the 29th ultimo, I have the honor to enclose you the copy of a report made to me by the Traffic Manager in which he explains that the "Forwarding Note," referred to by the Chairman of the

Chamber of Commerce, relates only to *grain* traffic, and not to general goods traffic.

The measure in question has been in operation for some time, and was adopted after full consideration. It was first notified to the public by placards at the principal stations, and subsequently, under the advice of the Company's Solicitors, by the addition of a clause to the Grain Forwarding Notes. It was rendered necessary by the course adopted by merchants themselves in allowing grain to lie on our platforms to the hindrance of work, and consequently the reduction of the carrying power of the railway.

The condition has fulfilled its object by increasing the carrying power of the railway, whereby merchants have undoubtedly gained a substantial benefit, while the Chamber of Commerce point only to a possible and not to any actual grievance.

I think the Chamber may be satisfied with the assurance that advantage will not be taken of the condition to avoid any reasonable liability.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 31st May 1877.

Grain Forwarding Note.

Consulting Engineer's letter, No. 805, of the 29th instant, covering copy of letter, dated 22nd idem, addressed to the Secretary to Government in the Public Works Department, by the Chairman of the Madras Chamber of Commerce.

The new condition referred to was practically introduced in November last at Bellary, Adoni, Cuddapah, and Bangalore, at each of which stations a public notice was exhibited informing consignees of grain that the Company would not be responsible for loss whether arising from rain, theft or any other cause after the grain had been unloaded from the Company's wagons.

This measure was necessary for the Company's protection, inasmuch as for want of godown accommodation in the towns the merchant left the bags in the Railway stations, which

on the one hand increased our liability for their safe custody, and on the other hand seriously interfered with the transaction of other business, as our conveniences for so large a traffic were altogether too limited to admit of our carrying on more than one day's transactions at a time without serious confusion.

The effect of the notice was to leave the unloading platforms at night comparatively clear for the next day's work of unloading.

It was not until the 15th April that the new form of *Grain* Forwarding Note was introduced; and I would submit that, under the exceptional circumstances in which the Company has been placed by the famine, the conditions imposed upon the consignees of *grain* are not unreasonable.

For want of cover for so unexpected an increase of traffic, it has been absolutely necessary to unload the large quantities of grain, which merchants were so desirous to send forward, and apparently at any risk, in the open, and these large stacks of grain were not only liable to damage by rain, but offered a very great inducement to pilferage, which it was very difficult to prevent.

The conditions have been very liberally interpreted by the Company, so much so that whenever grain was unloaded too late of an evening, to enable the consignee to remove it at once, the Company has accepted the responsibility of its safe custody until the morning, and in proof of this has entertained claims for robberies of bags of grain at Bellary during the night following the date of unloading.

One of the leading firms of Madras, Members of the Chamber of Commerce, accepted in writing all responsibility after the grain had been unloaded from the wagons, the only desire apparently being that the maximum of grain should be carried.

Under any other circumstances, I think with the Chamber that the Company should be liable for a reasonable time, after arrival of the grain, to enable the consignee to clear it, but the circumstances under which we are working are so very exceptional, and were so unexpected, that it was scarcely possible for the Company to make any provision to meet them, and as

we have endeavoured to meet the wishes of the merchants by increasing our carrying capacity to the utmost possible limit, they will not, I hope, unreasonably refuse to reciprocate by releasing the Company from responsibility when the grain has been so carried.

The object of the condition imposed in the Forwarding Note is to keep our stations clear from day to day, so that we may be prepared for the next day's work, and not to evade a reasonable liability.

The new form of Forwarding Note is confined to "Grain," and does not apply to General Merchandise.

Submitted for the consideration of Government, with reference to their Proceedings, under date the 25th May 1877.

It is explained that the new form of Forwarding Notes relates only to grain consignments; and looking to the exceptional conditions which affect that traffic, the explanation given by the Traffic Manager must be held to be satisfactory.

J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

Madras, 12th June 1877.

ORDER THEREON, 20th June 1877, No. 158.

His Grace the Governor in Council is of opinion that the explanation furnished by the Traffic Manager is satisfactory, and that fair cause is shown for the additional clause in the Forwarding Note to which the Chamber of Commerce have drawn attention.

J. H. M. SHAW-STEWART, Lt.-Col, R.E.,
Joint Secy. to Govt., P.W.D.

THE FAMINE—INSUFFICIENT PROTECTION OF GRAIN.

Chamber of Commerce, Madras, 7th July 1877.

TO THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.

SIR,—I have the honor to solicit your attention to the existing arrangements for guarding grain at the Salt

Cotaurs. At present it is compulsory on merchants to forward grain to the Railway yard, and to leave it there until trucks are available. The Railway authorities however decline either to allow private Conicopillays to remain in the yard to protect the grain from robbery, or to accept any responsibility for the security of the grain until it has been loaded on the trucks. The duty of watching the grain in the yard thus devolves upon the peons in the Railway Company's employ, and the number of these is believed to be insufficient to prevent that wholesale theft from the bags of grain which constitutes a grave deterrent to the trade. It is estimated that the loss of grain by theft between the beach and the railway trucks amounts, on an average, to 9 lbs. a bag, and this loss has necessarily to be taken into consideration in the selling price, so it eventually falls upon the consumer. It has been suggested to the Chamber that in order to reduce the risk now run at the Salt Cotaurs, a larger staff of peons should be employed by the Railway, and that no objection is likely to be taken by merchants to the imposition of a small toll at the gate of the yard, such toll to go towards meeting the cost of the extra establishment. The Chamber trust that this suggestion may meet with your approval, and be carried out with as little delay as possible.

I have, &c.,
C. A. AINSLIE,
Vice-Chairman.

Agent & Manager's Office, Madras, 17th July 1877.

TO THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.

SIR,—Upon receipt of your letter of the 11th instant, No. 957, with which was enclosed copy of letter from the Vice-Chairman of the Chamber of Commerce, regarding the alleged wholesale theft of grain at the Salt Cotaurs station, I referred it to the Traffic Manager for report, and I have now the honour to quote from the reply received from that officer.

"Thefts of grain at the Salt Cotaurs during the night are in my opinion more imaginary than real, but arrangements have now been made to provide four additional sentries. The loss of 9 lbs per bag probably takes place before the grain is deposited in the Salt Cotaurs,

for in addition to the four men employed to pull the bandy, each bandy is invariably accompanied by one or two boys and one or two women whose special occupation seems to be to rifle the bags."

Any one whose business calls him along the beach road during the day will be afforded numerous instances of the way in which wholesale robbery takes place from carts laden with grain. However I quite recognise the importance of the representation which has been made by Mr. Ainslie, and as far as the Railway Company is concerned every endeavour shall be made to mitigate the evil.

You will not fail to observe that four additional sentries have been appointed to watch the heaps of grain at the Salt Cotaurs, and if these men prove insufficient some more stringent measures shall be adopted.

I have, &c.,

ROBERT B. ELWIN,
Agent and Manager.

Consulting Engineer's Office, Madras, 19th July 1877.

TO THE VICE-CHAIRMAN CHAMBER OF COMMERCE,
Madras.

SIR,—Upon receipt of your letter dated the 7th instant, I addressed the Agent of the Madras Railway Company with regard to your suggestions for preventing wholesale theft of grain at the Salt Cotaurs Station, and I have the honour to enclose a copy of Mr. Elwin's reply. You will observe that the gravity of the evil to which you drew attention is fully recognised, and that preventive measures have been adopted. I trust that the Chamber will be satisfied with Mr. Elwin's assurance that every endeavour shall be made to mitigate the evil.

I have, &c.,

J. H. M. SHAW-STEWART, Lt. Col. R.E.,
Consulting Engineer for Railways.

THE FAMINE—RESTRICTION OF ALLOTMENTS OF RAILWAY WAGONS.

Chamber of Commerce, Madras, 26th July 1877.

To the Chief Secretary to Government,

Fort Saint George.

Sir,—I have the honor to bring to the notice of the Government that local mercantile firms have been informed by the Railway authorities that on the 1st proximo there will be a further reduction in the number of wagons hitherto placed at the disposal of those firms for the carriage of grain.

The Chamber are led to believe that this limitation of the facilities afforded merchants for the quick despatch of their importations has arisen from the anxiety of Government to offer more encouragement to small traders by placing more wagons within their reach, and that it is assumed that the effects of the proposed change will be the extension of the operations of dealers in grain, and therewith a stimulus to importation. The Chamber feel it to be their duty to point out respectfully that this anticipation is founded upon a misapprehension of the facts of the case. The Chamber appreciate at its full value the anxiety of the Government to encourage trade, yet they would point out that the necessary result of restricting the very moderate facilities hitherto secured by large importers will be that trade, on a large scale, will be discouraged. The market depends for its supplies not so much on the comparatively small importations of dealers in grain who have temporarily abandoned other occupations, but on the operations of mercantile firms here and in Calcutta whose means and business connection allow them to engage largely and systematically in the trade, and who, from the time occupied between their purchases and sales, must necessarily run a greater risk than the trader who buys one or two wagon loads of rice from them for immediate despatch to the up-country market. In proportion, then, as these large and regular importers of grain into Madras are embarrassed must they be led to restrict their operations; and it is little likely that small capitalists will care to take the risks that prove deterrent to the larger firms.

The current idea that the large importing firms have a practical monopoly of the carriage is erroneous. Out of some 1,400 wagons despatched per week from Madras, the eight European firms, who are the chief importers, obtain nominally 320 wagons; but, as on several occasions the Railway have refused to register the grain tendered, the number of trucks really allotted is considerably less than 320, and the five native firms 200 wagons. So, while about 500 wagons per week are granted to the chief importers, 900 are left for outside speculators, and petty importers. There is reason to suppose that many of these 900 wagons are given to middlemen who, with this material assistance, are enabled to raise prices; but upon this point the Chamber cannot speak positively, as the Railway authorities do not at present publish a list of those persons to whom wagons are granted. It seems to the Chamber that abuses are likely to be more easily detected if the list of allotments of wagons were published daily.

If the redistribution of wagons in a manner prejudicial to the interests of those who have borne the chief risk of the trade hitherto may be expected to result in larger importations, and a cheapening of food, the Chamber would not presume to deprecate it, but they are convinced that no such benefit to the public can arise from the change, and they have, therefore, desired me to solicit His Grace in Council to sanction the rescinding of the notice of the Railway authorities to which reference has been made.

I am to take this opportunity of acknowledging receipt of the Proceedings of Government, 20th ultimo, in which the Government state that in their opinion fair cause has been shown for the additional clause in the Railway Forwarding Note to which the Chamber objected on the 22nd May. The Chamber regret that the Government are not disposed to interfere in the matter, for robberies have increased considerably since the clause came into operation, as the Railway Company, though deriving a great increase of revenue from the rapid development of their traffic, seem indisposed to entertain the services of sufficient extra watchmen to protect the property of their constituents. At many stations robbery of grain from consignments "*in transitu*" is conducted almost

in a systematic manner, and while hundreds of people obtain a precarious livelihood by this demoralizing means, the price of food is enhanced to thousands of other consumers in all parts of the Presidency and Mysore.

I have, &c.

J. JONES,
Chairman.

Transferred to the Public Works Department (Railway Branch), with reference to the G. O., in that department, 20th June 1877.

D. F. CARMICHAEL,
Fort St. George, 26th July 1877. *Chief Secretary.*

ORDER THEREON, 4th August 1877.

His Grace the Governor in Council regrets that he is unable to interfere in the allotment of grain wagons on the Madras Railway in the manner suggested by the Chamber of Commerce. The enlargement of the list of consignors has been carried out in accordance with the views entertained by Government of the importance of more certain facilities being afforded to traders resident in principal district towns; and they are not now prepared to urge a contrary policy upon the Railway Company's officials.

The Chamber state there is reason to suppose that many wagons are now given to middlemen who are thus enabled to raise prices. The Government are informed that whenever the Railway Company have had reason to believe that persons not *bonâ fide* owning grain have been on the register, the names have been removed. Facts moreover which have come to the knowledge of Government, cause a very strong belief that in the case of some at least of the consignors whose names are entered in the original register and still remain upon it large profits have been made by disposing of the wagons allotted to them.

The suggestion made by the Chamber that the list of allotment of wagons should be published, has been already

anticipated, arrangements having been made for its periodical publication in the *Fort St. George Gazette.*

The systematic robbery of grain upon the line of rail is occupying the serious attention of Government.

J. H. M. SHAW-STEWART, Lt. Col., R.E.,
Joint Secy. to Govt., P.W.D.

THE FAMINE—DAILY INSPECTION OF BOATS.

Chamber of Commerce, Madras, 9th August 1877.

TO THE MASTER ATTENDANT,
Madras.

SIR,—It will not have escaped the notice of your Department that much damage is now caused to food grain by its being landed in boats that are in an unseaworthy condition. The Chamber are aware that you possess the power of punishing the boat-owners by suspending their license during the continuance of the unseaworthiness of their boats; but at the present time there are urgent objections to any reduction of the number of boats, and the Chamber have therefore desired me to invite you to suggest some means not so much for ensuring the punishment of the boat-owners, or the boat-men, as for securing the better protection of cargo from damage by some more extended system of inspection of the boat.

The Chamber are sure you will admit the great importance of reducing the loss of food to a minimum. And they will be well disposed, I am desired to state, to co-operate with your department in gaining this end, by submitting if need be, to a slight and temporary charge to defray the cost of an increased staff of Inspectors of boats, should it appear to you that with such additional assistance your department will be in a better position to meet the exceptional requirements of the trade of the port.

I have, &c.,
J. JONES,
Chairman.

Madras, Marine Office, 10th August 1877.

To the Chairman Chamber of Commerce,

Madras.

Sir,—In reply to your letter of August 9th bringing to notice damage done to food grain while in course of being landed from vessels in the roadstead here, through alleged insufficiency of dunnage in the boats made use of, also in some cases of unseaworthiness of the boats themselves, I have the honor to state that, it is a matter of much regret to me, food grains should get damaged in the manner referred to, and I am perfectly ready to do all in my power to aid in bringing matters to a better footing, by stopping all boats from working again, until properly dunnaged, or repaired, in respect to which a report is made to me of their being found unfit to convey cargo in a proper manner; or if required to do so, and the needful witnesses provided, will direct prosecution of boat-owners, whose boats can be proved to have landed cargo in a damaged state.

With the present very limited staff placed at my disposal, it is simply impracticable for this Department to undertake a more extended system of inspection than at present prevails; but nothing can be done in way of increasing number of boat inspectors, until Captain Taylor's return to duty.

I may add that, it occurs to me, much of the damage in question is occasioned by loading the fishing boats (which the exigencies of the times have called into requisition for landing, &c., of cargo) with just the same quantity of cargo as is carried by the full sized boats, and when there is any considerable sea on, such smaller boats, from being so low in the water, are certain to damage their cargo more or less, and the same risk obtains when coming through the surf; and also on first taking the beach.

I have, &c.,

J. B. Crowther,

Dy. Master Attendant.

Marine Department, 28th August 1877.

To the Chairman Chamber of Commerce,

Madras.

Sir,—I have just returned, and have seen your correspondence. I am willing to provide men, and regulate a supervision of the cargo boats, if the Chamber will as they propose pay a sum towards it. For Rs. 34 a month I can arrange that the boats are inspected in the morning, and the overseers remain on the beach keeping their eyes about them, and ready to receive and forward complaints. I have also desired Mr. Crowther to limit the carrying quantity of the fishing boats to 20 bags. It seems that from their being cheaper in every way they secure a preference, and they are much more liable to damage cargo than any other. Kindly let me know if the Chamber adopt this plan, and it can be at once put in execution. I cannot ask Government to increase my permanent staff as the remedy of prosecution is open to any merchant.

I have, &c.,

J. H. Taylor,

Master Attendant.

Chamber of Commerce, Madras, 8th September 1877.

To the Master Attendant,

Madras.

Sir,—I have laid your note to me of the 28th instant before the Chamber, and I have now by their desire the honor to state that they will feel obliged by your carrying out your proposal for the daily inspection of the boats. The Chamber observe that the cost of the agency you require for the purpose is Rs. 34 per mensem, and they will be glad, as a tentative arrangement, to pay the sum. The insufficient dunnage in the boats now plying on the Madras roadstead is the most fruitful cause of damage to grain loads, and the Chamber trust that this point will receive the hourly attention of the overseers. It will also, the Chamber understand, be the duty of the men to notice, and report promptly, any other cause of unseaworthiness in boats. The Chamber will feel much obliged if you will

be so good at the end of this month as to inform them what results have, in your judgment, accrued from the increased supervision of boats on the beach.

I have, &c.,

J. JONES,

Chairman.

Chamber of Commerce, Madras, 8th November 1877.

TO THE MASTER ATTENDANT,

Madras.

SIR,—With advertence to the Chamber's letter of the 8th September last offering to bear tentatively the expense of a daily inspection of boats, I have the honor to inform you that as no benefit seems to have resulted from the arrangement, the subscription of the members of the Chamber will cease from the end of the current month.

I have, &c.,

J. JONES,

Chairman.

Madras, Marine Office, 14th November 1877.

TO THE CHAIRMAN CHAMBER OF COMMERCE,

Madras.

SIR,—I have the honor to acknowledge receipt of your letter of the 8th instant, and note that the subscription of the Members of the Chamber for the maintenance of a daily inspection of boats will cease from the end of the current month.

I must, however, remark that any damage that may have been sustained since the entertainment of the dunnage Inspectors must have been owing to other causes than "insufficient dunnage," as the supervision in this respect has been most strict.

I have, &c.,

J. H. TAYLOR,

Master Attendant.

W.

MADRAS TRADE AND NAVIGATION 1855-56 TO 1876-77.

Condensed from a Review by the Board of Revenue of the Accounts of Trade and Navigation of the Madras Presidency.

EXPORTS.

The following statement compares the total value of the *external* trade in 1876-77 with that in the preceding five years:—

Years.	Imports. Rs.	Exports. Rs.	Total. Rs.
1871-72 ...	578,41,722	963,40,187	1,541,81,909
1872-73 ...	603,73,136	848,36,854	1,452,09,990
1873-74 ...	603,71,561	949,14,271	1,552,85,832
1874-75 ...	608,92,686	900,62,226	1,509,54,912
1875-76 ...	687,94,704	936,54,242	1,624,48,946
1876-77 ...	1,031,24,374	918,95,083	1,950,19,457

COFFEE.

The quantity and value of exports of this article during the last twenty-two years have been as follows:—

Years.	Quantity. lbs.	Value. Rs.	Years.	Quantity. lbs.	Value. Rs.
1855-56 ...	8,601,464	8,92,167	1866-67 ...	17,374,766	41,91,785
1856-57 ...	8,869,609	9,44,446	1867-68 ...	35,659,638	80,58,373
1857-58 ...	7,714,355	8,67,041	1868-69 ...	47,411,508	107,65,221
1858-59 ...	11,372,338	12,30,803	1869-70 ...	37,353,359	88,21,118
1859-60 ...	14,578,228	18,75,054	1870-71 ...	35,484,209	82,84,862
1860-61 ...	18,571,414	32,41,699	1871-72 ...	56,889,888	138,34,164
1861-62 ...	20,960,198	47,10,369	1872-73 ...	41,548,950	112,76,512
1862-63 ...	20,269,004	53,55,581	1873-74 ...	41,479,712	151,94,418
1863-64 ...	27,333,127	65,55,671	1874-75 ...	36,652,965	136,13,647
1864-65 ...	31,424,319	76,84,938	1875-76 ...	42,691,712	166,11,109
1865-66 ...	34,527,695	78,13,813	1876-77 ...	36,165,920	143,32,608

The cultivation of coffee is comparatively of recent origin, but it has developed with such rapidity that coffee now occupies the first place among the articles of export. In 1855-56 the exports amounted to about 8½ millions of lbs., and with the exception of 1857-58 they steadily increased to nearly 14½ millions of lbs. by 1859-60, and when in 1859 the export duty of 3 per cent. which had previously been levied was abolished, the export rose in 1860-61 to about 18½ millions of lbs. From this point the trade increased with still greater

rapidity till in the year 1865-66 it amounted to upwards of 34 millions of lbs. Owing probably to the re-imposition of the 3 per cent. duty, which however only continued in force for three months, the exports in 1866-67 (which consisted of eleven months only) fell to 17 millions of lbs. In the following year, however, they again rose to 35⅓ millions of lbs., and in 1868-69 to 47 millions. In the next two years there was a decline, but in 1871-72 the trade suddenly revived, nearly 57 millions of lbs. were exported. During the last five years they have averaged 40 millions of lbs., the highest figure reached being that in 1875-76, viz., 42½ millions of lbs. The value of coffee has also steadily increased, and this has given an impetus to the cultivation. In 1855-56 the price as deduced from the declared value was Rupees 11½ per cwt., while in 1871-72, in which year the largest quantity was exported, the average price was Rupees 27¼ a cwt., it has since nearly doubled the average for 1876-77, being Rupees 44⅓. Coffee cultivation in Southern India is carried on principally in the Wynaad, on the Neilgherries, in Mysore, Coorg and Travancore, and latterly to some extent on the slopes of the Western ghauts in Tinnevelly. A considerable portion of the exports of the Madras Presidency consist of coffee from Coorg and Mysore.

COTTON, RAW.

The quantity and value of exports of this article during the last twenty-two years have been as follows :—

Years.	Quantity. lbs.	Value. Rs.	Years.	Quantity. lbs.	Value. Rs.
1855-56 ...	21,013,464	25,21,351	1866-67 ...	24,367,350	94,37,365
1856-57 ...	53,988,065	72,22,286	1867-68 ...	49,286,131	123,65,500
1857-58 ...	55,015,309	87,71,724	1868-69 ...	94,030,728	213,99,830
1858-59 ...	38,652,542	61,17,902	1869-70 ...	68,513,748	191,25,050
1859-60 ...	62,512,527	95,97,135	1870-71 ...	42,347,132	106,04,132
1860-61 ...	78,822,027	112,91,211	1871-72 ...	75,329,127	172,05,095
1861-62 ...	87,544,471	170,40,215	1872-73 ...	67,905,380	158,76,737
1862-63 ...	62,374,133	238,12,882	1873-74 ...	61,522,169	128,33,988
1863-64 ...	72,490,886	447,18,122	1874-75 ...	80,388,584	162,68,783
1864-65 ...	73,101,578	404,18,937	1875-76 ...	82,143,068	165,28,491
1865-66 ...	120,034,215	484,16,348	1876-77 ...	53,879,952	107,40,374

The value of the trade in this article twenty-two years ago was twenty-five lakhs of rupees, since which time it has increased, though with considerable fluctuations, to nearly six times that sum, the average of the last five years being 137

lakhs. During the interval between 1855-56 and 1860-61 the price of cotton ranged between two and two and a half annas per pound. In 1861-62 it was a little over three annas, the quantity exported being eight and three quarter millions of pounds and the declared value upwards of 170 lakhs. In 1862-63 the quantity exported fell by nearly 28 per cent. owing to the transfer of North Canara and with it the trade of the important cotton-exporting port of Compta to the Bombay Presidency; but, in consequence of the American war and the unprecedented demand for Indian cotton in the English market which arose thereupon, the price nearly doubled, and the value of the exports rose by upwards of 40 per cent. The price of cotton and together with it the value of exports were steadily maintained in the years 1863-64, 1864-65, and 1865-66 during the continuance of the American war, and in the last-named year the exports reached 120 millions of pounds, the highest figure recorded for this Presidency. With the cessation of the American war, and as a consequence of the excessive demand for Indian cotton in the Manchester market, the exports fell at once in 1866-67 (eleven months) to less than two and a half millions of pounds. In 1867-68 the exports nearly doubled, and in 1868-69 quadrupled. Since then they have been fluctuating between four or eight millions of pounds in quantity and 100 and 200 lakhs of rupees in value.

RICE AND PADDY.

The value of exports of rice and paddy, the staple grains of this Presidency, for the last twenty-two years are shown below. The exports have fluctuated considerably, being dependent mainly on the character of the season, and represent but a small proportion of the produce of the country :—

Years.	Rice.		Paddy.		Total Paddy and Rice.
	Quantity. Cwts.	Value. Rs.	Quantity. Cwts.	Value. Rs.	Rs.
1855-56 ...	2,687,330	54,94,631	223,813	2,54,412	57,49,043
1856-57 ...	2,415,996	51,22,096	291,250	3,65,066	54,87,162
1857-58 ...	2,650,183	57,74,071	289,629	3,76,077	61,50,148
1858-59 ...	1,859,214	43,92,164	221,938	4,29,516	48,21,680
1859-60 ...	2,154,071	51,93,783	272,473	4,29,804	56,23,587
1860-61 ...	2,752,482	61,80,741	210,871	3,58,458	65,39,199
1861-62 ...	1,528,585	45,88,390	214,071	3,96,429	49,84,819
1862-63 ...	1,280,812	44,85,438	215,938	4,17,746	49,03,184
1863-64 ...	1,515,906	58,75,295	300,978	6,00,353	64,75,648

Years.	Rice. Quantity. Cwts.	Rice. Value. Rs.	Paddy. Quantity. Cwts.	Paddy. Value. Rs.	Total Paddy and Rice. Rs.
1864-65 ...	1,445,987	60,61,255	297,174	8,57,101	69,18,356
1865-66 ...	1,443,420	65,88,482	282,241	6,97,629	72,86,111
1866-67 ...	1,509,829	83,78,954	240,900	6,48,733	90,27,687
1867-68 ...	1,733,464	69,67,153	271,137	6,48,069	76,15,222
1868-69 ...	1,762,382	69,11,085	312,714	7,76,387	76,87,472
1869-70 ...	1,478,059	59,19,137	247,078	6,07,505	65,26,642
1870-71 ...	2,048,674	74,18,394	276,162	5,50,704	79,69,098
1871-72 ...	2,387,097	85,46,649	313,707	6,02,366	91,49.015
1872-73 ...	2,110,384	8,59,319	291,041	5,93,634	86,52,953
1873-74 ...	3,490,663	1,24,74,595	350,027	7,17,568	1,31,92,163
1874-75 ...	3,042,118	1,08,71,512	269,758	6,53,938	1,15,25,450
1875-76 ...	2,448,794	89,00,886	289,999	6,84,876	95,85,762
1876-77 ...	1,533,165	61,74,339	226,073	5,38,350	67,12,689

The exports average 74 lakhs of Rupees. In 1873-74 they reached nearly 132 lakhs, owing to extensive exportations to Bengal on account of the famine. With the mitigation of famine in 1874-75 the exports fell to 115 lakhs and in 1875-76 to about 96 lakhs. The extensive failure of crops and the consequent famine in this Presidency in 1876-77 gave a still greater check to exports, which have fallen off by nearly one-third.

OTHER GRAINS.

The export trade during the last twenty-two years in other grains exhibits very great fluctuations :—

Years.	Quantity. Cwts.	Value. Rs.	Years.	Quantity. Cwts.	Value. Rs.
1855-56 ...	103,424	2,52,190	1866-67 ...	88,562	4,22,062
1856-57 ...	201,357	5,03,943	1867-68 ...	Not available	3,54,394
1857-58 ...	279,045	7,25,753	1868-69 ...	46,982	1,66,514
1858-59 ...	348,804	9,62,319	1869-70 ...	200,151	7,80,977
1859-60 ...	308,062	8,42,802	1870-71 ...	Not available	2,75,732
1860-61 ...	467,937	13,35,341	1871-72 ...	Do.	3,65,541
1861-62 ...	370,576	10,39,294	1872-73 ...	Do.	4,26,555
1862-63 ...	175,518	5,62,129	1873-74 ...	Do.	3,12,502
1863-64 ...	155,250	5,32,615	1874-75 ...	Do.	5,36,699
1864-65 ...	220,549	8,29,315	1875-76 ...	136,908	4,22,221
1865-66 ...	129,286	5,43,057	1876-77 ...	158,704	5,39,298

The export duties on these grains were abolished by the Tariff Act of 1875. In the year 1876-77 the exports showed a slight increase in quantity and a considerable enhancement of value. The exports were confined to the earlier months of the year for the reason already given as regards the rice trade.

INDIGO.

The trade in this article is liable to very great fluctuations, being mainly dependent on the quality of the produce, which is materially affected by the nature of the season. The exports for the last twenty-two years are shown below :—

Years.	Quantity. lbs.	Value. Rs.	Years.	Quantity. lbs.	Value. Rs.
1855-56 ...	2,899,627	43,14,286	1866-67 ...	658,336	14,21,717
1856-57 ...	2,846,838	47,24,631	1867-68 ...	2,251,088	41,83,587
1857-58 ...	2,088,682	38,59,826	1868-69 ...	2,663,920	61,03,555
1858-59 ...	1,984,773	35,78,679	1869-70 ...	3,076,304	75,47,745
1859-60 ...	2,531,726	45,55,258	1870-71 ...	3,883,572	85,51,008
1860-61 ...	1,589,612	28,11,882	1871-72 ...	5,204,612	1,20,82,388
1861-62 ...	2,328,636	48,69,090	1872-73 ...	2,985,206	69,81,400
1862-63 ...	2,433,168	51,67,790	1873-74 ...	4,248,524	88,28,959
1863-64 ...	2,023,784	40,37,259	1874-75 ...	2,791,852	57,15,508
1864-65 ...	2,530,508	33,35,915	1875-76 ...	2,554,832	47,31,631
1865-66 ...	1,601,240	34,57,070	1876-77 ...	3,127,432	56,07,120

SEEDS.

The progress of trade under this head is shown below. Gingelly seed, from which oil is extracted, constitutes the bulk of the trade :—

Years.	Quantity. Cwts.	Value. Rs.	Years.	Quantity. Cwts.	Value. Rs.
1855-56 ...	612,598	16,77,941	1866-67 ...	104,712	4,88,066
1856-57 ...	707,906	23,85,986	1867-68 ...	639,261	34,33,046
1857-58 ...	1,238,853	29,59,560	1868-69 ...	1,066,796	50,66,706
1858-59 ...	624,710	25,56,507	1869-70 ...	860,120	50,38,699
1852-60 ...	356,272	14,81,558	1870-71 ...	.....	49,36,500
1860-61 ...	520,866	22,76,749	1871-72 ...	.....	57,88,709
1861-62 ...	663,772	27,91,666	1872-73 ...	.....	39,98,400
1862-63 ...	893,920	37,43,963	1873-74 ...	.....	50,08,760
1863-64 ...	627,312	26,64,306	1874-75 ...	.....	53,87,173
1864-65 ...	722,688	27,57,543	1875-76 ...	1,360,506	58,66,899
1865-66 ...	592,281	22,68,837	1876-77 ...	904,791	49,06,113

The figures in Column 2 for the years up to 1870-71 do not exhibit the exact quantities for the values given but only those of the descriptions of seeds for which weights were regarded in the trade returns; as, however, the kinds of seeds for which quantities were not recorded were generally insignificant, their omission will not materially affect the comparison. Up to the passing of Act XVI of 1875 an export duty of 3 per cent. was levied on produce of this description, and its abolition led to a considerable increase in the exports in 1875-76. In 1876-77 the general drought affected the production and export trade.

OILS.

The value of the exports of oils, animal and vegetable, has risen in the last twenty-two years from 6 lakhs to nearly 40 lakhs of Rupees.

Years.	Quantity. Gals.	Value. Rs.	Years.	Quantities. Gals.	Quantities. lbs.	Value. Rs.
1855-56...	2,351,368	6,27,448	1866-67...	1,079,414	27,913	11,90,730
1856-57...	2,536,020	7,00,088	1867-68...	1,755,492	24,123	24,16,936
1857-58...	1,646,380	8,92,336	1868-69...	2,658,703	28,400	40,57,668
1858-59...	2,670,795	6,68,900	1869-70...	2,796,421	28,696	40,00,624
1859-60...	2,425,956	6,50,569	1870-71...	1,918,422	24,322	27,58,376
1860-61...	2,474,522	16,09,321	1871-72...	4,193,712	23,497	55,84,816
1861-62...	1,805,686	16,48,565	1872-73...	4,016,896	28,657	54,75,569
1862-63...	2,816,878	27,28,997	1873-74...	2,328,772	30,521	32,36,786
1863-64...	3,848,012	37,12,220	1874-75...	2,755,533	38,482	32,96,080
1864-65...	2,796,537	25,26,920	1875-76...	3,126,232	...	34,42,041
1865-66...	1,590,610	15,43,272	1876-77...	3,930,191	...	39,27,358

The foreign exports consist chiefly of animal and cocoanut oils; to "other Presidencies" cocoanut, gingelly, and essential oils are exported.

SPICES.

The export trade in spices during the last twenty-two years was as follows:—

Years.	Quantities. lbs.	Quantities. No.	Value. Rs.
1855-56 ...	28,994,451	2,457,200	24,17,287
1856-57 ...	20,695,303	7,703,000	19,42,113
1857-58 ...	25,280,360	7,516,250	23,53,893
1858-59 ...	23,432,489	3,362,900	19,61,085
1859-60 ...	37,883,292	8,478,100	21,82,860
1860-61 ...	26,676,997	.....	29,14,563
1861-62 ...	28,515,386	.....	32,58,522
1862-63 ...	22,837,953	.....	22,39,341
1863-64 ...	21,914,102	.....	24,05,713
1864-65 ...	22,114,172	.....	25,87,936
1865-66 ...	23,548,552	.....	26,23,295
1866-67 ...	4,553,803	4,237,162	21,49,305
1867-68 ...	22,948,576	.....	26,11,877
1868-69 ...	25,131,456	10,152,400	27,92,238
1869-70 ...	22,506,288	7,754,250	24,96,042
1870-71 ...	24,484,880	10,293,100	26,05,322
1871-72 ...	34,042,400	11,546,550	35,12,369
1872-73 ...	32,639,740	20,956,450	29,64,159
1873-74 ...	25,134,732	16,501,950	26,51,172
1874-75 ...	27,773,200	12,372,620	34,47,696
1875-76 ...	30,468,666	.....	40,52,130
1876-77 ...	26,621,069	.....	37,12,514

Spices are exported chiefly from Malabar and to some extent from South Canara. There was a considerable increase in the exports during the year 1875-76, probably owing to the abolition of the duty. The falling off in the year 1876-77 was

due to the failure of the monsoon and the consequent diminished production of ginger and to the low prices obtained for pepper. The heavy duty levied on pepper in France is stated to be repressive of trade in this article and an incentive to smuggling across the Italian frontier; but in 1876-77 the exports to Italy were next to nothing.

COIR YARN AND ROPE.

The quantity and value of exports of this article during the last twenty-two years have been as follows :—

Years.	Quantity. Cwts.	Value. Rs.	Years.	Quantity. Cwts.	Value. Rs.
1855-56 ...	124,522	2,72,111	1866-67 ...	181,586	10,36,276
1856-57 ...	140,934	2,97,422	1867-68 ...	188,369	12,58,305
1857-58 ...	149,349	3,14,646	1868-69 ...	252,945	17,46,781
1858-59 ...	105,661	3,11,587	1869-70 ...	252,919	17,90,888
1859-60 ...	166,259	3,40,853	1870-71 ...	184,935	13,13,307
1860-61 ...	178,895	6,09,511	1871-72 ...	196,993	14,36,184
1861-62 ...	175,730	9,27,477	1872-73 ...	244,698	18,08,643
1862-63 ...	179,176	10,70,372	1873-74 ...	238,833	18,84,384
1863-64 ...	210,672	11,25,399	1874-75 ...	265,205	20,04,854
1864-65 ...	178,587	9,50,206	1875-76 ...	253,172	18,90,966
1865-66 ...	127,907	12,27,569	1876-77 ...	290,816	25,92,012

The exports of this article have been steadily increasing. They have risen from $1\frac{1}{4}$ to 3 lakhs of cwts. in quantity and from $2\frac{3}{4}$ to 26 lakhs of Rupees in value. Coir is principally exported from Malabar.

SUGAR.

The quantity and value of exports of this article during the last twenty-two years have been as follows :—

Years.	Quantity. Cwts.	Value. Rs.	Years.	Quantity. Cwts.	Value. Rs.
1855-56 ...	495,927	31,52,096	1865-67 ...	284,857	18,58,302
1856-57 ...	540,210	38,36,680	1867-68 ...	124,987	9,02,468
1857-58 ...	451,173	40,86,246	1868-69 ...	231,933	14,41,048
1858-59 ...	345,101	26,84,944	1869-70 ...	241,220	16,64,903
1859-60 ...	423,445	30,52,694	1870-71 ...	199,901	13,74,514
1860-61 ...	399,314	22,53,686	1871-72 ...	333,888	20,10,438
1861-62 ...	320,199	24,97,673	1872-73 ...	472,512	30,24,485
1862-63 ...	259,740	22,65,928	1873-74 ...	223,375	11,72,886
1863-64 ...	412,521	33,45,609	1874-75 ...	459,617	25,01,415
1864-65 ...	379,924	31,73,315	1875-76 ...	397,764	19,40,827
1855-66 ...	419,630	27,45,976	1876-77 ...	189,742	24,51,329

The exports of this article do not on the whole show much advance, but rather the reverse. The three per cent. duty on sugar exports to foreign countries was removed in 1859; but the trade has notwithstanding been declining with however considerable fluctuations. The prices have been gradually

falling during the last five years from Rs. 6-4-0 per cwt. to Rs. 5 per cwt. It is a matter of complaint among the merchants that for the protection of French trade drawbacks are granted on sugar refined in that country which from the manner in which the system is worked virtually amount to payment of a bounty to the sugar-refiner and enable him to under-sell the Indian sugars and beat the English refiners out of the market.

TEA.

Of the minor commercial products of this country, tea, which is cultivated on the Nilgiris, shows rapid progress and promises ere long to become an important feature in the export trade. The suitability of the Nilgiris for tea cultivation was demonstrated nearly forty years ago by actual experiment, and the accounts show that in 1855-56 the exports of the produce amounted to 43,426 lb. valued at Rs. 34,376; in 1856-57 they had increased to 79,915 lb. valued at Rs. 57,461; in the next year, however, they fell to 13,699 lb. valued at Rs. 13,699; and in 1858-59 they had dwindled down to the insignificant figure of 53 lb. (Rs. 70). From this period the industry appears to have been totally neglected till within the last few years; it has recently revived and we find exports again in 1869-70. The progress of trade in this commodity has since been rapid, as will be seen from the figures shown below. The port of shipment is Madras and the destination the United Kingdom :—

Years.	Quantity. lbs.	Value. Rs.	Years.	Quantity. lbs.	Value. Rs.
1869-70 ...	6,166	9,162	1873-74 ...	80,581	89,166
1870-71 ...	17,883	18,065	1874-75 ...	93,918	1,14,383
1871-72 ...	33,579	45,594	1875-76 ...	120,924	1,46,272
1872-73 ...	43,426	52,417	1876-77 ...	147,132	1,66,988

HIDES AND SKINS.

Years.	Quantity. No.	Value. Rs.	Years.	Quantity. No.	Value. Rs.
1855-56 ...	2,522,864	7,53,989	1866-67 ...	4,869,631	23,59,571
1856-57 ...	3,412,211	13,87,833	1867-68 ...	5,158,688	28,98,739
1857-58 ...	4,276,471	22,01,996	1868-69 ...	5,925,809	31,74,219
1858-59 ...	4,656,919	17,65,183	1869-70 ...	6,559,800	36,49,227
1859-60 ...	4,283,010	15,51,695	1870-71 ...	7,120,698	40,93,295
1860-61 ...	3,868,578	16,53,782	1871-72 ...	8,360,650	47,25,679
1861-62 ...	3,108,083	13,68,639	1872-73 ...	10,840,724	66,67,323
1862-63 ...	4,200,424	18,85,682	1873-74 ...	9,524,822	61,97,039
1863-64 ...	4,469,832	20,62,978	1874-75 ...	7,981,240	56,26,796
1864-65 ...	4,278,270	19,39,439	1875-76 ...	9,909,816	108,15,853
1865-66 ...	4,443,307	19,81,080	1876-77 ...	11,316,645	129,46,862

The trade in this article has shown a steady and progressive increase during the last twenty-two years, and the exports have risen from 7½ to nearly 130 lakhs in value. The figures include the quantities and values of both raw and tanned hides and skins. The duty of 3 per cent. on the latter was repealed by the Tariff Act of 1875.

COUNTRY MADE PIECE GOODS.

The exports of country-made piece-goods for the last twenty-two years were as shown below :—

Years.	Quantities.					Value.
	Pieces.	Yards.	Pairs.	Dozens.	No.	Rs.
1855-56 ...	1,894,504	223,140	.....	.....	.....	21,45,918
1856-57 ...	14,226,865	.....	.....	.....	.....	20,25,299
1857-58 ...	1,300,434	1,184	.....	.....	.....	20,87,224
1858-59 ...	13,64,344	.....	.....	.....	.....	23,67,187
1859-60 ...	1,169,605	92	.....	.....	.....	20,61,318
1860-61 ...	1,021,219	.....	.....	.....	.....	18,74,689
1861-62 ...	1,132,891	.....	.....	.....	.....	20,75,600
1862-63 ...	894,956	.....	.....	.....	.....	19,86,766
1863-64 ...	679,837	.....	.....	.....	.....	16,36,131
1864-65 ...	575,787	.....	.....	.....	.....	15,60,666
1865-66 ...	762,303	.....	.....	.....	.....	20,43,953
1866-67 ...	7,102	7,899,958	.....	.....	.....	23,55,722
1867-68 ...	.....	12,666,449	.....	.....	.....	33,68,234
1868-69 ...	.....	8,265,757	.....	.....	.....	23,00,271
1869-70 ...	.....	5,785,362	.....	.....	7,331	22,18,106
1870-71 ...	40	6,110,371	.....	548	.....	21,62,205
1871-72 ...	16,268	7,189,534	21	751	.....	25,14,408
1872-73 ...	902	7,755,291	.....	619	.....	25,69,696
1873-74 ...	2,137	9,181,264	.....	495	.....	28,08,060
1874-75 ...	23,477	8,798,826	.....	508	.....	28,68,125
1875-76 ...	25,148	7,540,114	.....	.....	409,050	27,72,173
1876-77 ...	10,721	7,042,119	.....	.....	1,456,516	32,55,411

Except during the years of the American War, when there was a large demand for raw cotton in the European market, exports have been maintained pretty steadily. The manufacture of cloths has hitherto been carried on by means of hand-looms exclusively. Two cotton mills have, however, quite recently been established in Madras. Very good cloth is manufactured in the districts of Ganjam, Vizagapatam, Nellore, Tanjore, and Madura, and in large quantities, the female population being dependent almost exclusively on the products of native looms. Projects have, it is believed, been set on foot for starting additional mills, but it is considered that the duty on cotton imported from Egypt is likely to hinder enterprise in

this direction, country cotton not being so suitable for machine manufacture.

RE-EXPORTS.

The value of the re-exports during the last six years is shown in the subjoined statement :—

	Foreign ports beyond India. Rs.	Foreign ports in India. Rs.	British ports in other Presidencies. Rs.	Total. Rs.
1871-72 ...	5,94,205	8,81,635	6,96,822	21,72,662
1872-73 ...	6,05,802	5,42,551	9,33,393	20,81,746
1873-74 ...	5,92,660	4,62,993	15,03,008	25,58,661
1874-75 ...	9,72,251	6,21,864	11,55,526	27,49,641
1875-76 ...	5,12,426	6,17,122	5,26,907	16,56,455
1876-77 ...	6,36,355	5,89,088	2,93,626	15,19,069

IMPORTS.

The total imports amounted in 1876-77 to Rupees 10,31,24,374, exhibiting an increase of nearly 50 per cent. over those of the previous year :—

		1875-76. Rs.	1876-77. Rs.
(*a*) From Foreign Countries	Merchandise....	3,89,19,382	3,43,60,720
	Treasure ...	56,23,517	44,33,604
	Total ...	4,45,42,899	3,87,94,324
(*b*) From Foreign Ports in India	Merchandise....	4,56,589	8,21,088
	Treasure ...	37,500	37,140
	Total ...	4,94,089	8,58,228
(*c*) From other Presidencies	Merchandise ...	2,05,53,654	5,97,53,951
	Treasure ...	32,04,062	37,17,871
	Total ...	2,37,57,716	6,34,71,822
Total	Merchandise ...	5,99,29,625	9,49,35,759
	Treasure ...	88,65,079	81,88,615
	Total ...	6,87,94,704	10,31,24,374

In 1875-76 the proportion of *a*, *b*, *c* to the total imports were 64·6, ·8, and 34·6 per cent. respectively; in 1876-77 these proportions were very much altered, being 37·6, ·9, and 61·5, respectively, in consequence of the severe famine in this Presidency which stimulated interprovincial trade in food grains to abnormal activity, but produced a corresponding depression in foreign trade. As compared with 1875-76 the imports from foreign countries show a falling off of 13 per cent., and the imports from foreign ports in India and from other Presidencies an increase of 74 and 167 per cent. respectively.

PADDY, RICE, AND OTHER GRAINS.

The imports of food grains for the last twenty-two years have been as given below :—

Years.	Paddy. Cwt.	Rice. Cwt.	Other Grains. Cwt.	Value. Rs.
1855-56 ...	32,665	631,357	116,875	24,42,208
1856-57 ...	214,214	432,138	132,009	19,87,831
1857-58 ...	217,196	281,420	117,755	15,42,158
1858-59 ...	373,737	184,554	117,182	17,41,671
1859-60 ...	238,897	112,951	121,080	11,57,255
1860-61 ...	291,821	210,710	104,379	16,75,495
1861-62 ...	340,910	670,152	135,000	37,12,003
1862-63 ...	274,539	935,013	125,902	42,97,301
1863-64 ...	367,709	1,042,183	90,278	51,23,433
1864-65 ...	298,169	1,054,161	96,277	52,32,803
1865-66 ...	491,263	544,674	94,558	43,70,006
1866-67 ...	465,291	271,999	121,920	30,91,375
1867-68 ...	561,909	351,585	146,806	36,62,726
1868-69 ...	534,271	526,127	218,580	43,13,226
1869-70 ...	637,868	936,122	82,952	57,71,973
1870-71 ...	344,744	828,565	Not available	44,44,960
1871-72 ...	287,089	732,103		36,51,756
1872-73 ...	329,789	864,756		45,74,906
1873-74 ...	539,706	562,754		48,82,337
1874-75 ...	807,559	372,900		44,93,509
1875-76 ...	798,440	413,132	261,097	45,71,458
1876-77 ...	1,215,832	5,996,665	1,400,692	4,30,95,245

The figures fluctuate very much, being dependent on the nature of the harvests in this Presidency as well as in the other sources of supply. But in the later years of the series there has been a decided improvement, and this notwithstanding the famine in Bengal; owing to the present famine the imports have assumed enormous proportions, the value for 1876-77 being nearly tenfold that of 1875-76. The price of rice rose from about Rs. 3-8 to Rs. 5-8 per cwt. in value.

COTTON PIECE GOODS.

Years.	Quantities. Pieces.	Yards.	Pairs.	Dozens.	No.	Value. Rs.
1855-56 ...	825,406	311,315	.....	.....	.....	27,85,199
1856-57 ...	742,773	478,899	.....	.....	.....	28,52,383
1857-58 ...	985,067	1,202,500	.....	.....	.....	37,92,992
1858-59 ...	1,109,998	2,693,436	.....	.....	.....	44,27,005
1859-60 ...	991,923	9,865,548	.....	.....	.....	48,94,476
1860-61 ...	1,577,515	.....	.....	.....	.....	61,40,183
1861-62 ...	1,228,051	.....	.....	.....	.....	52,38,752
1862-63 ...	1,449,846	.....	.....	.....	.....	64,16,495
1863-64 ...	1,694,346	.....	.....	.....	.....	1,01,12,573
1864-65 ...	1,470,338	.....	.....	.....	.....	95,87,776
1865-66 ...	1,606,129	.....	.....	.....	.....	1,12,47,895
1866-67 ...	.....	42,090,843	3,062	13,897	.....	1,02,33,102
1867-68 ...	636	57,943,399	.....	17,488	.....	1,20,26,540

Years.	Quantities.					Value.
	Pieces.	Yards.	Pairs.	Dozens.	No.	Rs.
1868-69 ...	1,396	66,926,335	2,656	47,587½	.....	1,35,43,760
1869-70 ...	2,525	71,927,986	33	39,247½	.....	1,25,64,225
1870-71 ...	.....	94,600,201	.....	11,469½	.....	1,49,66,869
1871-72 ...	301	93,802,169	.....	38,507	.....	1,52,94,988
1872-73 ...	303	86,584,277	.....	30,342½	.....	1,41,44,953
1873-74 ...	81	96,477,264	.....	17,191	.....	1,56,98,902
1874-75 ...	7,634	78,988,740	.....	11,012	.....	1,35,60,894
1875-76 ...	.....	88,563,787	.....	.....	116,717	1,43,20,756
1876-77 ...	.....	87,317,101	.....	.....	149,061	1,43,45,021

The value of the imports of this article has increased nearly six-fold. In 1855-56 it amounted to 28 lakhs of Rupees, but it rapidly rose till in the year 1860-61 it reached 61½ lakhs notwithstanding the increase of duty in 1859-60 from 5 to 10 per cent. In 1861-62 there was a fall, but in the next year the duty was reduced to 5 per cent. and the value of imports rose to 64 lakhs and in 1863-64 to 101 lakhs. With the exception of the years 1864-65 and 1866-67, which consisted only of eleven months, the imports steadily rose till in 1868-69 the value amounted to 135 lakhs. In 1869-70 the Tariff valuations were reduced 15 per cent., consequently there was in that year a fall in the declared value to 125 lakhs though there was an increase in quantity. For the next five years the imports averaged 147 lakhs of Rs. In 1875-76 the Tariff valuation was again lowered, but this circumstance has been more than counterbalanced by the additional impetus given to trade thereby, and the imports during the last two years have amounted to a little over 143 lakhs of Rupees.

COTTON TWIST.

The imports of cotton twist for the last twenty-two years are shown below :—

Years.	Quantities. lbs.	Value. Rs.	Years.	Quantities. lbs.	Value. Rs.
1855-56 ...	3,929,839	22,68,071	1866-67 ...	7,165,098	78,59,122
1856-57 ...	4,205,740	22,70,388	1867-68 ...	9,196,894	83,36,638
1857-58 ...	3,504,233	21,45,307	1868-69 ...	10,095,240	91,63,489
1858-59 ...	6,147,607	35,46,077	1869-70 ...	11,683,508	92,71,945
1859-60 ...	7,366,788	41,59,590	1870-71 ...	12,902,600	1,04,27,948
1860-61 ...	7,035,001	38,84,960	1871-72 ...	11,714,712	94,78,866
1861-62 ...	6,177,535	38,05,750	1872-73 ...	14,288,269	1,07,30,337
1862-63 ...	4,023,301	25,85,638	1873-74 ...	13,264,405	1,04,08,275
1863-64 ...	6,978,675	45,32,792	1874-75 ...	14,150,868	1,08,86,821
1864-65 ...	6,418,914	61,76,796	1875-76 ...	16,018,797	1,23,88,399
1865-66 ...	6,522,650	71,61,022	1876-77 ...	16,476,463	1,13,40,439

The quantity has risen from 39 to 165 lakhs of pounds and the value from 22 to 113 lakhs of Rupees. The lower

valuation prescribed by the Tariff of 1875 has stimulated imports, and there is accordingly an increase in the quantity imported in 1876-77 although the value shows a decrease.

METALS.

Years.	Value. Rs.	Years.	Value. Rs.	Years.	Value. R.
1855-56 ...	10,80,744	1863-64 ...	33,72,913	1870-71 ...	39,81,539
1856-57 ...	19,88,816	1864-65 ...	37,51,840	1871-72 ...	32,24,870
1857-58 ...	19,19,355	1865-66 ...	31,83,285	1872-73 ...	27,16,845
1858-59 ...	24,32,980	1866-67 ...	30,32,582	1873-74 ...	31,36,058
1859-60 ...	22,82,490	1867-68 ...	40,12,577	1874-75 ...	35,89,154
1860-61 ...	30,29,989	1868-69 ...	43,36,849	1875-76 ...	49,97,332
1861-62 ...	36,22,062	1869-70 ...	46,67,756	1876-77 ...	43,28,798
1862-63 ...	23,23,773				

The value of imports of metals have risen from about 11 lakhs to upwards of 40 lakhs of Rupees. Up to 1863-64 a duty of 10 per cent. was levied on metals, but in that year the duty on iron was reduced to 1 per cent. In the following year the duty on other metals was reduced to $7\frac{1}{2}$ per cent. The Tariff valuation was reduced about 15 per cent. in 1869-70 but it was raised again in 1875, though at the same time the duty on metals other than iron was reduced from $7\frac{1}{2}$ to 5 per cent. The imports of 1875-76 amounted to 50 lakhs of Rupees, the highest figure reached; but in 1876-77 there was a falling off by nearly 13 per cent. Manufactures of iron and copper are imported from the United Kingdom, tin from the Straits Settlements, copper unwrought from Australia. Bengal also supplies brass, copper, iron, and tin, and Bombay the same metals in larger quantities.

SPIRITS.

The progress in the imports of spirits is shown in the subjoined statement :—

Years.	Quantity. Gals.	Value. Rs.	Years.	Quantity. Gals.	Value. Rs.
1855-56 ...	257,223	4,82,232	1866-67 ...	59,917	5,27,730
1856-57 ...	200,422	3,62,148	1867-68 ...	75,257	6,39,605
1857-58 ...	44,187	2,02,436	1868-69 ...	85,729	7,76,043
1858-59 ...	91,188	6,33,036	1869-70 ...	114,518	10,14,528
1859-60 ...	27,640	1,85,255	1870-71 ...	93,485	8,52,126
1860-61 ...	31,659	2,55,125	1871-72 ...	84,989	7,68,163
1861-62 ...	34,481	2,87,670	1872-73 ...	94,660	8,07,817
1862-63 ...	54,285	4,73,550	1873-74 ...	71,991	6,30,737
1863-64 ...	68,127	5,99,348	1874-75 ...	69,554	6,17,072
1864-65 ...	45,281	3,86,579	1875-76 ...	112,668	10,24,528
1865-66 ...	68,140	6,10,344	1876-77 ...	99,889	9,07,178

During the last five years the imports have averaged 89,752 gallons in quantity and 7,97,472 rupees in value. Up

to 1858-59 the duty levied on spirits was Rupees 1-8-0 a gallon; it was in that year raised to Rupees 3. This rate continued in force till 1875, when it was further raised to Rupees 4. The imports of 1876-77 show a falling off of 11⅓ per cent., but this can hardly be attributed solely to the operation of the higher rate of duty the imports fluctuate considerably from year to year, and their value in 1875-76 was the highest recorded.

WINES.

The imports of wines for the last twenty-two years are given below.

Years.	Quantity. Gals.	Value. Rs.	Years.	Quantity. Gals.	Value. Rs.
1855-56 ...	55,848	5,84,037	1866-67 ...	95,594	7,78,261
1856-57 ...	34,267	2,46,775	1867-68 ...	102,366	8,55,638
1857-58 ...	52,314	3,52,576	1868-69 ...	112,847	8,84,946
1858-59 ...	87,307	7,62,304	1869-70 ...	132,354	11,41,279
1859-60 ...	65,467	6,35,401	1870-71 ...	105,920	10,14,550
1860-61 ...	58,484	5,67,371	1871-72 ...	106,776	9,54,876
1861-62 ...	51,038	4,77,598	1872-73 ...	116,827	10,42,821
1862-63 ...	55,109	4,74,276	1873-74 ...	120,468	10,23,206
1863-64 ...	86,451	7,28,327	1874-75 ...	90,435	7,31,283
1864-65 ...	71,182	5,82,430	1875-76 ...	101,710	8,35,741
1865-66 ...	85,570	7,59,141	1876-77 ...	91,054	6,49,637

The figures fluctuate very much, but on the whole during the later years of the series there has been an increase. The duty originally levied on wines and liquors was 1 Rupee per gallon; it was increased to 2 Rupees in 1859. In 1862 a differential rate of 1 Rupee; Rs. 2 was prescribed for higher wines and other kinds respectively, but in 1863 this was abandoned and the original uniform rate of 1 Rupee a gallon, was reverted to. This continued in force till 1867 when sparkling wines and liquors were taxed at Rupees 1½ per gallon and all other wines at Rupee 1. In August 1875 the duties were further enhanced, the present rates being 2½ Rs. for sparkling wines, and 1½ Rupees for all other wines except Claret and Still Burgundy, which pay 1 Rupee. In 1876-77 the imports fell below those of any of the preceding ten years, this result being probably due to the recent enhancement of the duties.

ALE, BEER, AND PORTER.

The imports of malt liquors—ale, beer, and porter—for the last twenty-two years are given in the subjoined statement :—

Years.	Quantity. Gals.	Value. Rs.	Years.	Quantity. Gals.	Value. Rs.
1855-56 ...	609,105	5,26,491	1866-67 ...	331,258	8,24,256
1856-57 ...	366,346	2,93,035	1867-68 ...	283,100	7,42,358
1857-58 ...	177,177	1,82,852	1868-69 ...	323,533	7,75,434
1858-59 ...	498,822	5,38,487	1869-70 ...	264,239	6,64,505
1859-60 ...	518,551	6,41,837	1870-71 ...	260,595	6,76,362
1860-61 ...	294,360	4,81,374	1871-72 ...	172,514	4,53,272
1861-62 ...	194,155	3,85,766	1872-73 ...	284,358	7,78,051
1862-63 ...	237,139	5,53,480	1873-74 ...	239,985	6,11,041
1863-64 ...	276,773	6,69,678	1874-75 ...	269,875	6,97,363
1864-65 ...	331,873	7,56,838	1875-76 ...	196,128	5,02,455
1865-66 ...	293,999	6,66,830	1876-77 ...	180,889	3,95,313

These imports in like manner with wines fluctuated greatly. Prior to 1859-60 these liquors paid a duty of 5 per cent., but in that year a duty of four annas an imperial gallon was substituted. In 1862-63 the duty was reduced to two annas, and in the following year to one anna, which is the present rate. The imports of 1876-77 show a decrease of more than 8 per cent. in quantity, and 21 per cent. in value, as compared with those of the previous year.

TREASURE.

The subjoined statement shows the imports and exports of treasure for this Presidency during the last twenty-two years. The figures do not include remittances between ports within the Presidency :—

Years.	*Imports.* By Govt. Rs.	*Imports.* By private Individuals. Rs.	*Exports.* By Govt. Rs.	*Exports.* By private Individuals. Rs.	Net Imports. Rs.
1855-56 ...	...	137,10,286	7,14,637	37,03,614	92,92,035
1856-57 ...	...	170,37,382	10,00,000	23,33,678	137,03,704
1857-58 ...	...	186,21,912	24,22,016	91,29,456	70,70,440
1858-59 ...	3,03,310	139,92,897	...	56,61,731	86,34,476
1859-60 ...	51,624	173,88,060	...	40,97,547	133,42,137
1860-61 ...	...	207,25,887	...	59,88,481	147,37,406
1861-62 ...	...	222,85,900	...	36,58,486	186,27,414
1862-63 ...	51,02,833	252,84,057	30,00,000	26,50,551	247,36,339
1863-64 ...	44,30,000	316,45,736	157,03,000	63,36,284	140,36,452
1864-65 ...	...	303,13,248	89,20,000	91,95,192	121,98,056
1865-66 ...	...	366,41,092	62,00,000	64,03,368	240,37,724
1866-67 ...	...	136,83,955	67,28,685	108,00,995	—38,45,725
1867-68 ...	...	112,93,529	79,00,000	22,55,634	11,37,895
1868-69 ...	...	225,60,091	5,23,000	31,58,960	188,78,131

Years.	*Imports.* By Govt. Rs.	By private Individuals. Rs.	*Exports.* By Govt. Rs.	By private Individuals. Rs.	Net Imports. Rs.
1869-70 ...	...	176,42,023	5,60,243	55,62,414	115,19,366
1870-71 ...	3,00,000	79,68,321	62,91,917	109,21,044	—89,44,640
1871-72 ...	3,00,000	101,82,238	6,05,525	62,62,299	36,14,414
1872-73 ...	3,35,300	115,81,380	35,26,093	34,66,865	49,23,722
1873-74 ...	2,00,000	82,67,633	87,39,492	96,54,642	—99,26,501
1874-75 ...	8,82,000	87,10,178	64,28,642	33,26,323	—1,62,787
1875-76 ...	6,97,000	88,65,079	12,06,305	31,65,232	51,90,542
1876-77 ...	45,99,293	81,88,615	31,07,043	65,51,077	31,29,788

The net imports of Gold and Silver during the last twenty-two years are separately shown below :—

Years.	Net Imports of Gold. Rs.	of Silver. Rs.	Years.	Net Imports of Gold. Rs.	of Silver. Rs.
1855-56 ...	22,39,226	70,52,809	1866-67 ...	31,68,461	70,14,186
1856-57 ...	29,77,753	107,25,951	1867-68 ...	56,49,238	45,11,343
1857-58 ...	45,56,539	25,13,901	1868-69 ...	85,26,747	103,51,384
1858-59 ...	31,84,436	54,50,040	1869-70 ...	99,05,334	16,14,032
1859-60 ...	51,57,188	81,84,949	1870-71 ...	46,88,957	136,33,597
1860-61 ...	74,04,090	73,33,316	1871-72 ...	50,65,336	14,50,922
1861-62 ...	93,20,865	93,06,549	1872-73 ...	47,69,228	1,54,494
1862-63 ...	118,91,511	128,44,828	1873-74 ...	17,05,286	116,31,787
1863-64 ...	128,40,654	11,95,798	1874-75 ...	22,28,960	23,91,747
1864 65 ...	131,33,199	9,35,143	1375-76 ...	29,13,576	22,76,966
1865-66 ...	109,08,532	131,29,192	1876-77 ...	14,85,139	16,44,649

INTERPORTAL TRADE.

The interportal import trade within the Presidency in 1876-77 amounted in value to 302 lakhs of Rupees and the export trade to 266 lakhs. The total interportal trade bears the proportion of 22 per cent. to the total trade.

The following statement compares the exports and imports for the last six years :—

		Merchandise. Rs.	Treasure. Rs.	Total. Rs.
1871-72 ...	Imports ...	168,71,844	37,96,702	206,68,546
	Exports ...	166,21,320	48,58,847	214,80,167
1872-73 ...	Imports ...	150,09,423	17,18,461	167,27,884
	Exports ...	153,64,519	18,18,097	171,82,616
1873-74 ...	Imports ...	170,59,961	45,47,051	216,07,012
	Exports ...	172,11,459	43,60,070	215,71,529
1874-75 ...	Imports ...	181,50,313	21,71,896	203,22,209
	Exports ...	169,16,224	28,40,892	197,57,116
1875-76 ...	Imports ...	172,59,681	24,09,141	196,68,822
	Exports ...	163,72,272	29,91,753	193,64,025
1876-77 ...	Imports ...	302,01,506	59,70,693	361,72,199
	Exports ...	266,50,099	66,04,278	332,54,377

TOTAL EXPORTS AND IMPORTS.

The following statement shows the total exports and imports inclusive of Government stores and treasure from and to this Presidency exclusive of interportal trade within the Presidency during the last twenty-two years:—

Years.	Exports.	Imports.	Years.	Exports.	Imports.
1855-56 ...	34,254,019	36,850,572	1866-67 ...	62,602,689	55,360,807
1856-57 ...	40,838,790	40,563,826	1867-68 ...	68,604,182	62,121,102
1857-58 ...	52,976,182	43,308,615	1868-69 ...	81,878,924	73,960,701
1858-59 ...	41,244,719	43,604,615	1869-70 ...	81,333,957	68,826,504
1859-60 ...	44,586,841	47,346,717	1870-71 ...	82,315,589	63,261,491
1860-61 ...	52,394,116	52,381,699	1871-72 ...	97,030,374	60,904,976
1861-62 ...	59,410,835	56,780,049	1872-73 ...	88,370,152	64,848,854
1862-63 ...	70,946,037	60,717,038	1873-74 ...	103,654,598	63,116,409
1863-64 ...	111,853,058	76,341,458	1874-75 ...	96,578,372	66,172,350
1864-65 ...	102,827,115	72,116,445	1875-76 ...	94,879,199	73,789,132
1865-66 ...	104,087,097	84,629,904	1876-77 ...	95,282,293	112,067,618

As there is a large traffic by railway and by land with other Presidencies and Native States (for which no statistics are available), the excess does not represent the absolute balance of trade against the Presidency.

CUSTOMS REVENUE.

The subjoined statement shows the Customs revenue during the last twenty-two years. The figures include duty on salt, which is shown under salt revenue in the finance accounts:—

Years.	Imports. Rs.	Exports. Rs.	Total. Rs.
1855-56	6,47,704	5,42,268	11,89,972
1856-57	2,18,443	5,34,044	12,52,487
1857-58	6,34,817	5,97,599	12,32,416
1858-59	8,82,162	4,29,528	13,11,690
1859-60	16,01,718	7,13,032	23,14,750
1860-61	17,22,730	8,56,733	25,79,463
1861-62	13,58,719	7,12,471	20,71,190
1862-63	10,91,820	6,79,258	17,71,078
1863-64	12,75,208	7,19,701	19,94,909
1864-65	11,17,875	6,67,463	17,85,338
1865-66	12,19,300	7,00,554	19,19,854
1866-67	12,77,508	5,22,978	18,00,486
1867-68	14,78,349	8,59,979	23,38,328
1868-69	15,87,846	9,98,574	25,86,420
1869-70	16,60,771	9,04,307	25,65,078
1870-71	17,92,452	10,36,887	28,29,339
1871-72	16,28,064	12,86,623	29,14,687
1872-73	16,76,300	10,93,188	27,69,488
1873-74	17,90,543	13,68,595	31,59,138
1874-75	17,21,233	12,32,260	29,53,493
1875-76	19,04,369	9,75,128	28,79,497
1876-77	19,24,422	5,38,494	24,62,916

The revenue has fluctuated considerably though the average of the later years of the series is decidedly higher than that of the earlier years. The fluctuations are in most cases referable to changes in the tariff. Prior to 1859 different rates of duty obtained in different Presidencies, and Act VII of 1859 prescribed for the first time a uniform tariff for the whole of India. The tariff duties originally fixed were very high, often amounting to as much as 20 per cent. on the value, but subsequently there have been several reductions, and several articles which originally paid duty are now admitted free. The latest Act on the subject is No. XVI of 1875. The principal changes introduced by this enactment were that the export duties upon grain other than rice and paddy, and upon seeds, oils, spices, tanned hides, and cotton goods were removed; the import duties upon sundry articles were reduced from $7\frac{1}{2}$ to 5 per cent; the duties on wines and spirits were raised, and a duty of 5 per cent. was imposed upon raw cotton, which is not the produce of Ceylon or Continental Asia. The valuations were revised, those for cotton goods being reduced and those for metals raised. Notwithstanding that the present duties are much lower than in 1859, the customs revenue has progressed owing to the great development of trade.

The increase in the revenue from imports in 1875-76 was due to the encouragement given to trade by a reduction of duty, and the decrease in the revenue from exports to the abolition of the duty levied on several articles under the revised tariff which came into force in the month of August of that year. In 1876-77 the increase in the import duty is chiefly under liquors and salt. The reduction in the export duty is owing to the short out-turn of indigo and rice owing to the drought, and as a consequence of diminished exports, as well as to the operation of the new tariff.

TONNAGE.

The total number and tonnage of vessels which entered and cleared at all ports in this Presidency from and to ports beyond its limits with cargoes and in ballast are shown below:—

Years.	Vessels.	Tons.	Years.	Vessels.	Tons.
1870-71 ...	6,874	956,492	1874-75 ...	7,396	1,218,402
1871-72 ...	7,224	1,056,621	1875-76 ...	6,866	1,208,745
1872-73 ...	7,135	1,071,552	1876-77 ...	7,244	1,248,965
1873-74 ...	7,622	1,118,699			

STEAMERS.

The number of steamers has been as follows :—

Years.	Steamers.	Tons.	Years.	Steamers.	Tons.
1870-71 ...	145	171,144	1874-75 ...	207	300,755
1871-72 ...	168	193,737	1875-76 ...	260	355,066
1872-73 ...	213	263,268	1876-77 ...	288	369,550
1873-74 ...	204	270,024			

COASTING TRADE.

The total number and tonnage of vessels which entered and cleared at all the ports of the Madras Presidency from British Ports in other Presidencies and Foreign Ports in India with cargoes and in ballast buring the last seven years have been as follows. These figures are exclusive of the coasting trade within the Presidency :—

Years.	Vessels.	Tons.	Years.	Vessels.	Tons.
1870-71 ...	... 9,567	1,524,914	1874-75 ...	... 10,600	2,483,314
1871-72 ...	... 10,443	1,607,092	1875-76 ...	... 10,908	3,097,235
1872-73 ...	... 11,499	1,762,447	1876-77 ...	... 12,362	3,402,590
1873-74 ...	... 10,576	1,874,472			

It will be seen that during recent years while the number of vessels remains almost stationary the tonnage has nearly doubled. In 1876-77 the number of vessels increased by 13 per cent. and tonnage by 14 per cent.

The shipping engaged in the coasting trade within the Presidency during the years 1875-76 and 1876-77 is represented by the following figures :—

		Sailing.		Steam.	
		Vessels.	Tons.	Vessels.	Tons.
1875-76	Entered...	15,144	652,103	858	1,039,534
	Cleared ...	15,031	566,303	632	771,829
1876-77	Entered...	16,636	859,838	911	1,004,690
	Cleared ...	16,646	790,218	692	769,852

RULES AND REGULATIONS

OF THE

MADRAS CHAMBER OF COMMERCE.

1st. That the Madras Chamber of Commerce is formed with a view to watch over and protect the interests of Trade; to receive and collect information on all matters of Mercantile interest, bearing upon the removal of grievances and the promotion of the common good; to communicate with authorities and with individual parties thereupon; to receive references on matters of custom or usage in doubt or dispute, deciding on the same, and recording the decision made for future reference: and to form by that and other means a code of practice, whereby the transactions of business by all engaged in it may be simplified and facilitated.

2nd. That all Merchants, and other persons engaged in the general Trade of Madras, be eligible as Members.

3rd. That persons desirous of joining the Chamber shall be proposed by one Member and seconded by another. Notice of the same shall be entered in the Ballot Book, and circulated among the Members, and the election shall be made by ballot at the first general meeting of the Chamber, held after the expiry of one month from the date of the notice, a majority of two-thirds of those voting at the meeting being necessary for admission.

4th. That voting by proxy be not allowed, nor by parties whose subscriptions shall be in arrears.

5th. That the power of expulsion be reserved to the Chamber, to be decided by ballot by a majority at a General Meeting.

6th. That the executive duties of the Chamber shall be conducted by the Chairman with the assistance of the Committee, and that all matters of importance be referred for the decision of the general body of Subscribers who shall be called together as often as is necessary by the Chairman, but not less frequently than once a month.

7th. That the Chairman shall on all occasions have a casting vote in addition to his own as a Member of the Chamber.

8th. That every Member on election shall pay an entrance fee of Rupees 100.

9th. That the subscription be fixed at Rupees 160 per annum, payable quarterly in advance. Absentees in Europe to pay no subscription.

10th. That if any Member allow his subscription to the Chamber to fall into arrears for more than one quarter without sufficient reason, his name shall be expunged from the list.

11th. That the funds be paid as realised into the Treasurers' Bank, and that when exceeding one thousand Rupees they be invested in Government Paper.

12th. That the ordinary expenditure be at the discretion of the Chairman; and that extraordinary be made by him with the sanction of the Committee.

13th. That an Annual General Meeting be held on the second Monday of December, or as near thereto as convenient, at which the Treasurers' account shall be submitted, and the Chairman for the following year shall be elected; the retiring Chairman becoming Vice-Chairman. In case of the Chairman's re-election, a new Vice-Chairman shall be elected. The Vice-Chairman shall conduct the duties of Chairman during the absence of the latter.

14th. The Special General Meetings may be convened on the requisition of the Chairman, or of any three Members of the Chamber, not being Members of the same firm—notice of the subject of discussion to be given in the requisition calling the Meeting.

15th. That at the Annual General Meeting of the Chamber, a Committee of not less than seven Members, including the Chairman and Vice-Chairman, shall be elected to assist the Chairman in the disposal of the business of the Chamber. Two Members of the same firm may not be on the Committee.

16th. That a fee of 15 Rupees shall accompany all reference to the Chamber.

17th. That in event of any Member of the Chamber taking the benefit of the Act for the Relief of Insolvent Debtors, he shall thereby cease to be a Member of the Chamber, but will be eligible for re-election without the repayment of the entrance donation.

MADRAS TONNAGE SCHEDULE.

SANCTIONED BY THE CHAMBER OF COMMERCE.

Articles.	To the Ton.
Aloes, in bags ...	...20 cwt.
Do in boxes ...	...20 „
Alum	...20 „
Anniseed ...	... 8 „
Arrow-root, in cases	...50 feet.
Assafœtida, in bags	...20 cwt.
Do in boxes	...20 „
Apparel ...	...50 feet.
Bark, in bags	... 8 cwt.
Barilla ...	...20 „
Bees' Wax ...	...20 „
Betel-nut ...	...18 „
Books ...	...50 feet.
Borax or Tincal ...	...20 cwt.
Do in cases ...	...50 feet.
Brimstone ...	...20 cwt.
Bullion ...	At per cent.
Cake Lac, in bags	...16 cwt.
Camphor, in cases	...50 feet.
Cardamoms, in robbins	... 8 cwt.
Do in boxes	...50 feet.
Do in bags	...10 cwt.
Cassia, all sorts	...50 feet.
Castor Seed ...	...15 cwt.
Chillies, in bags ...	...12 „
Do in robbins	...14 „
China Root, in bags	...11 „
Do in boxes	...50 feet.
Chiretta ...	...50 „
Cigars ...	...50 „
Cloves, in bags ...	... 8 cwt.
Do in chests ...	...50 feet.
Coals ...	...20 cwt.
Cochineal ...	...50 feet.
Coffee in bags ...	...18 cwt.
Do in robbins & casks	...16 „
Do in cases ...	...17 „
Coir Yarn&Fibre,screwed bls	50 feet.
Do bdls. & dhls...	10 cwt.
Coriander Seed	...12 „
Cotton in bales ...	...50 feet.
Do Piece Goods	...50 „
Cowries ...	...20 cwt.
Cutch, in bags ...	...17 „

Articles.	To the Ton.
Dates, wet ...	...20 cwt.
Do dry ...	...16 „
Dholl ...	...20 „
Elephants' Teeth, in bulk	...16 „
Do in cases...	50 feet.
Fennigarick Seed...	...16 cwt.
Furniture ...	...50 feet.
Garlic and Onions	...12 cwt.
Ginger, in bags or bales	...12 „
Do in cases ...	...50 feet.
Gingelly Seed ...	...17 cwt.
Gram ...	...20 „
Ground Nuts, in shell	...12 „
Do shelled	...16 „
Gums, cases, not enumerated	50 feet.
Gunny Bags ...	...50 „
Do Cloth ...	...50 „
Gunjah ...	...50 „
Hemp, in bales ...	...50 „
Hides ...	...14 cwt.
Hoofs, Horn Shavings, and Tips ...	...20 „
Horns, Cow and Buffalo	...20 „
Do Deer ...	...16 „
Indigo ...	...50 feet.
Jute, in bales ...	...50 „
Lac Dye ...	...50 „
Lard ...	...50 „
Linseed	...18 cwt.
Mace, in cases ...	...50 feet.
Machinery ...	...20 cwt.
Metals	...20 „
Myrabolams ...	...17 „
Molasses ...	...20 cwt.
Mother O'Pearl, in bags	...20 „
Do in chests	...20 „
Munjeet	...50 feet.
Mustard Seed ...	...18 cwt.
Niger Seed ...	...17 „
Nutmegs, in chests	...50 feet.
Nux Vomica, in bgs. or cas.	16 cwt.
Oats	...12 „
Oil, in cases ...	...20 „
Do in casks ...	210 imp. gals.

Articles.	To the Ton.
Olibanum ...	...18 cwt.
Paddy, in bags ...	...15 „
Pease	...20 „
Pepper, in bags ...	...16 „
Planks and Deals...	...50 feet.
Poppy Seeds ...	...15 cwt.
Putchuk ...	...10 „
Rape Seed ...	...18 „
Raw Silk, in bales	...10 „
Rattans	...20 „
Redwood (for Dunnage)	...20 „
Rhea, in bales ...	...50 feet.
Rice, in bags ...	...20 cwt.
Roping, in coils ...	...50 feet.
Do lines and twines, in bundles ...	...14 cwt.
Do coir, in coils	...10 „
Rum, in casks ...	210 imp. gals.
Safflower, in bales	...50 feet.
Sago, in cases ...	...50 „
Sal Ammoniac, in bags	...15 cwt.
Do in cases	...50 feet.
Saltpetre... ...	...20 cwt.
Salt	...20 „
Sapan Wood ...	...20 „
Shark's Fins ...	...16 „
Sealing Wax, in cases	...50 feet.
Seed Lac, in cases	...50 „
Seed Lac, in bags	...16 cwt.
Senna, in bales ...	...50 feet.
Sarsaparilla ...	...50 „
Shells, rough, in bags	...20 cwt.
Shell Lac, in cases	...50 feet.
Do in bags	...16 cwt.
Silk Piece Goods ...	...50 feet.
Skins	...50 „
Soap, country, in cases	...50 „
Do in bags	...15 cwt.
Do in bars	...20 „
Stick Lac, in cases	...50 feet.
Do in bags	...16 cwt.
Sugar, in bags ...	...20 „
Tallow, in cases or casks	...20 „
Talc	...20 „
Tamarind, in cases or casks.	20 „
Tapioca	...50 feet.
Tea, in chests ...	...50 „
Timber	...50 „
Tobacco, in bales...	...50 „
Tortoiseshell, in chests	...50 „
Turmeric, in bags	...14 cwt.
Wheat	...20 „
Wool, in bales ...	...50 feet.
All other articles not enumerated, in bales or cases	...50 „

Rule.—The articles mentioned in the margin are to be measured before shipment, at the Press, Godown, or on the Beach, at the option of the Shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the Callipers are to take in the Rope, or Iron Hoop, on the one side of the Bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten Bales per cent, as a maximum are to be measured, moiety to be chosen by the Shipper and moiety by the ship; and in the event of any dispute arising, the Bales are to be measured by a Surveyor to be appointed by the Chamber of Commerce. The Surveyor's decision to be final, and his Fee to be Five Rupees, one half to be borne by each party. All other Goods to be measured at Port of Discharge.

Coir, in bales, Cotton Gunjah, Hemp, Jupe, Munjeet, Senna Leaf, Wool, and Sarsaparilla.

Madras, 1*st January* 1875.

GENERAL RATES OF AGENCY AND COMMISSION.

As revised by the Chamber of Commerce, and recommended for general approval and adoption.

Per cent.

On the total amount of payments and receipts of an Account, excepting sums on which a higher Commission has been previously charged, and sums paid for bills of Exchange on England drawn by the Agent ... ...Half.

On purchasing or selling Bills of Exchange ...One.

On subscriptions to Government loans, purchasing, selling, transferring or exchanging Public Securities and Bank Shares ... ...Quarter.

On obtaining enfacement of Government Promissory Notes ... ...One Eighth.

On delivering up Public Securities, or lodging them in any of the Public Offices ... ...Quarter.

On negotiating or renewing a loan or Cash credit at the Bank of Madras, or elsewhere. ...Half.

On receiving and delivering Private Commissions of Goods and Merchandize ... ...Two & a Half.

On charge of House Property and collection of Rents ... ...Five.

On letters of Credit granted ... ...One.

On the management of Estates for Executors or Administrators, or on becoming Security for Administrators... ... ...Two & a Half.

On debts when process of Law or Arbitration is necessary. ... ... do

If recovered by such means ... ...Five.

On Bills of Exchange, Notes, &c., dishonored ...One.

On overdue debts collected... ... ...Two & a Half.

On all sales or purchases of Goods. ... ...Five.

With the following exceptions :—

On Houses, Lands, and Ships... ... ...Two & a Half.

On Diamonds, Pearls, and Jewellery... ... do

On Treasure and Bullion ... ...One.

On all Goods and Merchandize withdrawn, shipped or delivered to order.

On all other descriptions of property for sale, if withdrawn or otherwise disposed of by the owners.

On Goods transferred to Auction or Commission Salesmen.

} Half Commission.

On investing Proceeds of Sales in Goods... ...Two & a Half.

On guaranteeing Sales, Bills, Bonds, Contracts for Goods, or other Engagements ... ... do

On Ship's Disbursements ... ... do

On Ship's disbursements, when no outward Commission on Freight or passage Money is earned ... ...Five.

On Chartering Ships or engaging Tonnage for other Parties ... ...Two & a Half.

On the amount of Freight or passage Money earned by ships, by Charter or otherwise, whether the same shall pass through the Agent's hands or not ... ...Five

When the commission of $2\frac{1}{2}$ per cent. on the Inward Freight, paid at home or in Madras, does not in the case of steamers via the Suez Canal exceed Rs. 100, then that sum shall be charged ... ...

On effecting Insurance, whether on Lives or Property... ... ...Half.

On settling Insurance claims, losses and averages of all classes, whether on Lives or property and on recoveries of returns of Premium ...Two & a Half.

On negotiating Bottomry or Respondentia Bond. do

On attending the delivery of Contract Goods ...Two.

On receiving Passage Money by Ships entered inwards ... ...One.

On realizing Freights ... ...Two & a Half.

On arranging and superintending the transhipment of Cargo, on the amount of Freight so re-engaged ... ...Five.

On the management of Vessels chartered elsewhere for the conveyance of Coolies or Troops, on amount of Passage Money ... ...Two & a Half.

For acting in the capacity of Trustee, on the income of the Trust Fund ... ... do

On landing and re-shipping goods from any Vessel in distress, or on landing and selling by auction damaged Goods from any such Vessel, and acting as Agent for the Master on behalf of all concerned, on the declared value of all such Goods as may be re-shipped, and on the net proceeds of all such Goods as may be publicly sold ... ...Two & a Half.

That brokerage at the rate of ½ (half) per cent. be an accepted charge on all freight... ...

[*Additions on the* 1*st January* 1877.]

When the freight is payable in sterling, the commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills, when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers.

On ships leaving the Port in ballast, which have been consigned inward, upon the English net registered tonnage, 6 annas per ton.

On steamers leaving the Port in ballast, which have been consigned inward, upon the English net registered tonnage, 8 annas per ton.

On ships leaving the Port in ballast, which have been consigned inwards and outwards, upon the English net registered tonnage, 12 annas per ton.

On steamers leaving the Port in ballast, which have been consigned inward and outward, upon the English net registered tonnage, Rupee 1 per ton.

When the amount on which commission is payable is stated in Rupees, the commission shall be calculated in that currency and when in sterling, at the rate provided for under the Rule which fixes the rate " on procuring freight."

With respect to a steamer or sailing vessel partially discharged, which does not return to this port for cargo on her homeward voyage, the rate shall be 8 annas a ton on every ton discharged, provided the total amount exceeds Rs. 100, failing which, Rs. 100 shall be charged.

The conversion into India currency of sterling freight payable in Madras shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a Mail, shall be the rate applicable to such purpose during the subsequent week.

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REPORT

OF THE

PROCEEDINGS OF THE

MADRAS CHAMBER OF COMMERCE,

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